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PAPERS

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1885

PAPERS
RELATIVE TO THE
RECENT ARCTIC EXPEDITIONS
IN SEARCH OF
SIR JOHN FRANKLIN
AND THE CREWS OF
H.M.S. "EREBUS" AND "TERROR."

Presented to both Houses of Parliament by Command of Her Majesty.



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1854.

CONTENTS.

	Page
I. Orders to, and Proceedings of, Captain E. A. Inglefield, Her Majesty's Steam Vessel "Phoenix"	1
II. Orders from Sir Edward Belcher, C.B., to the Arctic Squadron	9
III. Captain Inglefield's Report, 4th October 1853	11
Ditto. — Report of the melancholy loss of Lieutenant Bellot, of the Imperial Navy of France	19
IV. Lieutenant Crosswell's Letter, 7th October 1853, announcing his Arrival with Despatches from Captain M'Clure, communicating the proceedings of Her Majesty's Ship "Investigator," and Discovery of the North-West Passage	21
V. Proceedings of Captain M'Clure of Her Majesty's Discovery Ship "Investigator," in search of the Expedition under Sir John Franklin, from August 1850 to April 1853, and reporting the Discovery of the North-West Passage	23
VI. Proceedings of the Squadron in the Arctic Seas, under the Command of Sir Edward Belcher, C.B.	62
VII. Despatches from Captain Kellett, C.B., of Her Majesty's Discovery Ship "Resolute," and Commander Pullen, of Her Majesty's Ship "North Star"	85
VIII. Journal of the "North Star," Commander Pullen, 14th August 1852 to February 1853	103
IX. Report of Mr. Pullen, Master, Her Majesty's Ship "North Star"	130
X. Proceedings of the "North Star," 21st March 1853	131
XI. Orders to, and Proceedings of, Commander Henry Trollope, Her Majesty's Discovery Ship "Rattlesnake"	147
XII. Report on the Proceedings of Her Majesty's Ship "Amphitrite," Captain Frederick	156
XIII. Report of the Proceedings of Her Majesty's Discovery Ship "Plover," Commander Rochfort Maguire	160
XIV. Dr. M'Cormick's Boat Expedition up the Wellington Channel, 1852	187

PAPERS

RELATIVE TO THE

Recent Expeditions in Search of Sir John Franklin, &c.

I.

Orders to, and Proceedings of, Captain E. A. Inglefield,
Her Majesty's Steam Vessel "Phoenix."

No. 1.

Copy of ORDERS to Commander INGLEFIELD, Her Majesty's Steam Sloop
"Phoenix."

By the Commissioners for Executing the Office of Lord High Admiral of
the United Kingdom of Great Britain and Ireland, &c.

WHEREAS We have appointed you to the Command of Her Majesty's Ship
Phoenix for the purpose of proceeding to Beechey Island, in Lancaster Sound,
to communicate with Sir E. Belcher, or the Ships under his command.

2. You are hereby required and directed, so soon as the Phoenix shall be in
all respects ready, and the Breadalbane Transport, which is to accompany you,
shall be loaded with coals and other stores, to proceed to sea, and to make the
best of your way to the beforementioned Island. In the execution of this service
you will use your utmost exertion to expedite your passage, and afford every
aid and assistance to the Transports, so as to reach Beechey Island at the earliest
possible period.

3. We have also ordered the Diligence Dock Yard Transport to be loaded
with coal to accompany you to the Island of Disco, or any other place which
you may consider most convenient, and we have added 10 men to the establish-
ment of the Phoenix for the purpose of forming her crew. On arrival at Disco,
or at such other place, you will replenish your coal from her, and shift her crew
(except one or two men,) to the Breadalbane, and leave the Diligence at that
place until your return, or otherwise act, as the circumstances of the case
may require.

4. The most essential duty on your arrival at Beechey Island will be at once
to clear the Transport of the coals and stores; no delay whatever is to take
place in effecting this, and relays of men are to be employed; the stores are to
be landed on the Island or to be put on board the North Star, as may be con-
sidered most advisable, according to the circumstances of the case. On the
Transport being cleared, she is, without a moment's delay, to be directed to
proceed to England, and your most especial duty, or that of the senior officer
present, will be to carry out these orders.

5. Part of the stores on board the Phoenix may also be landed, or placed on
board the North Star, except what may be required for the return passage to
England, and having obtained all possible information from Sir E. Belcher, or
the Senior Officer at Beechey Island, with reference to the expeditions and the
discoveries which may have been made, and exchanged any officers or men
whose state of health may render it necessary that they should return to
England, you are immediately to proceed to sea, and to return to Woolwich
with all possible dispatch, taking the utmost care that your delay at Beechey
Island be not extended to such a period as may risk the ship being frozen in
for the winter.

A

6. Should the state of the ice in Baffin Bay be such as to render it doubtful whether you will be able to make your passage across to Lancaster Sound during the summer, it is our most positive direction that you are on no account whatever to run the risk of either the Phoenix or the Transport, being frozen in and detained during the winter of 1853-54; and if you should consider there is a chance of such being the case, you are immediately to send the Transport to Woolwich, and also return there with the steam vessel under your command. But if you should get through Baffin Bay, and find Lancaster Sound closed so as to prevent your making the passage to Beechey Island, you are to consider whether it will be possible to land the stores, coal, &c., at or near Cape Warrender, and from thence to send the Transport direct to England, and to take such steps as you may deem necessary, so as, if possible, to communicate overland with Beechey Island.

7. You are distinctly to understand that the principal and chief object of your orders is to communicate with Beechey Island, for the purpose of landing stores, and obtaining information, and from thence to return direct to England. But should the season prove to be a very open one, and on your return from Beechey Island, you should have an opportunity of examining the coast in the vicinity of Cape Walsingham, we do not object to your doing so, but on no account are you to risk the safety of the ship, or your being detained, as you must positively return to England this season.

8. We herewith send you instructions to Sir E. Belcher, or the Senior Officer at Beechey Island, which you will deliver on your arrival.

Given under our hands this 11th day of May 1853.

(Signed)

J. R. G. GRAHAM.

HYDE PARKER.

M. F. F. BERKELEY.

R. S. DUNDAS.

ALEX. MILNE.

To Edw. A. Inglefield, Esq.,
Her Majesty's Steam Sloop Phoenix,
Woolwich.

By Command of their Lordships,
(Signed) R. OSBORNE.

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

We have to inform you that we have dispatched Her Majesty's steam vessel Phoenix, under the command of Commander Inglefield, with the Breadalbane transport, to Beechey Island for the purpose of replenishing the ships under your command with stores and provisions, in case your supplies may have been so far reduced by the depôt formed at Melville Island and the various cachets on the coast, as to prevent you from continuing further search for Sir John Franklin, during this season and the winter of 1853-54, if the information you may have gained determine you to continue such further search.

2. In communicating with you on the subject of your former orders and the service on which you are employed, we are aware how impossible it is for us to send out any definite instructions with reference to your future proceedings, when we are ignorant of the position in which you may now be placed, or whether any traces of Sir John Franklin's expedition may have been found during last autumn or the spring of this year, and what steps you may have considered it most expedient to adopt. But if no trace of the missing ships have been found beyond the Wellington Channel, and if it should appear that by the extended search you may have been enabled to make in that quarter, that the missing ships did not proceed in that direction, and if Captain Kellett should have reached Melville Island, as directed by his instructions, and his land expeditions should also have failed in finding any such trace, it does not appear to us that there is any other direction in which a prospect of their discovery can be expected. Every accessible part of the shores of the Polar Seas, west of Lancaster Sound, will have been visited without finding a trace of the missing ships, except their former station at Beechey Island in 1845 and 1846. In such a contingency as this, and if such should likewise be your opinion, after mature consideration with the senior officers under your command, there appears no other course left but to abandon all further search.

to 3. But in case you should have found any trace of the expedition, it will be your duty to follow up that trace. In doing this, you must exercise extreme caution, so as not to lose your means of communication with Beechey Island; nor are you to incur any hopeless risk by proceeding beyond reasonable limits, for the safety of your own crews must be your first care. We place every confidence in your zeal and intelligence, and feel assured that you will act with sound judgment in whatever situation you may be placed; we therefore leave it to you either to abandon the expedition altogether, if you are of opinion that no further steps can be practicably taken, or to send such of the ships to England as you may not require; transmitting by them, to our secretary, not only a full account of all your proceedings, but charts of all your discoveries, and keeping us informed of your views and intentions, so that if it should be necessary every requisite aid may be given you in the summer of 1854.

4. Before your final departure from the Polar Seas, should you think proper to adopt that course, there appears one very important subject which will require your serious consideration; and that is, the present position of the ships under the command of Captain Collinson, and Commander M'Clure, which entered the ice to the N. E. of Point Barrow, (Behring Straits,) the latter in August 1850, and the former in July 1851. These officers, with their respective crews, may have been compelled by circumstances to abandon their ships. If such should be the case, they may probably attempt to reach Melville Island, and having had this in view when you left England, we directed in your instructions that a depôt of provisions, and other stores, should be formed at that island. From this position they will no doubt endeavour to make their way to Beechey Island, or Port Leopold. It will therefore be your duty, before returning to England, to be fully satisfied that a proper depôt of coals, provisions, &c., had been formed at Melville Island, by Captain Kellett, and that clear information had also been left there, that similar supplies would be found at Beechey Island.

5. This depôt on Beechey Island is to consist of a full store of coal, provisions, clothes, and other stores, and you will take care to have it most carefully secured against the depredations of bears, or other animals; you are also to leave one of your ships there, with or without a crew, as you may deem most advisable, so that Captain Collinson or Commander M'Clure's parties may find every possible assistance, which they may require, and have the means at their command of returning to England; but should you find it to be practicable to place the ship, or a depôt of stores, in a more advanced position, between Melville and Beechey Islands, it might be expedient to do so. This is a point on which you can form a better judgment than we can. Our most anxious wish is to establish the best possible arrangement with the view of giving succour and support to the crews of those ships, should they be compelled to seek refuge in the direction we have pointed out.

6. Having expressed these general views, which will require your careful consideration, we leave it to you to take such steps as you may consider most expedient for meeting the circumstances of the case.

7. On the arrival of the Transport at Beechey Island, you are immediately to hasten her discharge, and dispatch her to England, with the least possible delay, and you are not to detain the Phoenix longer than may be necessary, or to risk her being frozen in, but to send her also to England with intelligence of your proceedings, exchanging any of her men, and sending invalids, &c.

Given under our hands this 11th day of May 1853.

(Signed)

J. R. G. GRAHAM.
HYDE PARKER.
M. F. F. BERKELEY.
R. S. DUNDAS.
ALEX. MILNE.

To Sir Edw. Belcher, C.B.,
Captain of Her Majesty's Ship Assistance,
Arctic Seas.

By Command of their Lordships,
(Signed) R. OSBORNE.

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

HEREWITH you will receive Copies of Instructions, which we have addressed to Captain Sir E. Belcher, and also those which we have given to Commander Inglefield, of Her Majesty's Ship *Phoenix*. In the absence of Sir E. Belcher from Beechey Island, you will adopt such proceedings as you may deem to be necessary, and the circumstances of the case may require, and with reference to any orders or directions you may have received from your Senior Officer.

2. It will be necessary that you should take immediate steps for discharging the Cargo of the *Breadalbane* Transport, and send her to England without a moment's delay, and the *Phoenix* is not to be detained longer than may be actually necessary. On these several points you will be guided by Our instructions to Sir E. Belcher and Commander Inglefield.

Given under our hands, this 11th day of May 1853.

(Signed)

J. R. G. GRAHAM.

HYDE PARKER.

M. F. F. BERKELEY.

R. S. DUNDAS.

ALEX. MILNE.

To the Senior Naval Officer at Beechey Island.

By Command of their Lordships,

(Signed) R. OSBORNE.

No. 2.

Commander INGLEFIELD to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Steam Sloop "*Phoenix*,"

At Sea, lat. $59^{\circ} 22' N.$, long. $41^{\circ} 57' W.$, the 14th June 1853.

(Received 24th June.)

Sir,

By Her Majesty's steam ship "*Desperate*" I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that we have proceeded thus far upon our voyage, assisted by Her Majesty's steamers "*Desperate*" and "*Barracouta*." The latter vessel parted company on the 8th instant.

I have received from Captain Chambers every assistance, both with regard to towing, and in supplying such few stores as we required.

From him I received permission to send to England for medical treatment two men whose cases were reported to me by the surgeon as likely to prove troublesome; their vacancies have been filled up from supernumeraries out of "*Barracouta*." At Cork I took on board 20 sheep, (finding them as cheap as salt provisions) for the use of the crews of the "*Phoenix*" and her tender. I hope to carry five of these (which are in excellent condition) to Beechey Island for the use of the sick in the Arctic squadron, and I trust their Lordships will not disapprove of my taking upon myself this step without their sanction.

The "*Phoenix*" having steamed from Greenhithe to Cork, a fair opportunity has been afforded for testing the engines, and I have to report that they worked admirably well, though the consumption of coal, owing to the formation of the boilers, is rather more than was expected. Average speed, 7 knots.

The "*Breadalbane*" sails remarkably well and is a good sea boat, not at all too deep, and apparently well adapted for the service on which she is employed; she parted company with the squadron on the 10th instant, in latitude $58^{\circ} 49' 6'' N.$ and longitude $34^{\circ} 23' W.$

I enclose for their Lordships information copies of instructions I have given to Lieutenant Elliott, in command of the "*Diligence*," and the agent of the transport for their guidance in the event of parting company; by those, their Lordships will be informed where I expect to rejoin the transport.

On the 11th instant, we had the misfortune to carry away the main top gallant mast, caused by the heavy rolling of the vessel.

I forward herewith a track chart, shewing the winds and time whilst in tow of steamers. Also, a set of variations observed on the voyage, and dip and intensity observations made at Haulbowline, Queenstown.

I have only to add that the crews and officers of the vessels under my charge are all in good health, and that their Lordships may rely upon every exertion being made to ensure the return of the expedition this season.

I have the honour to be, Sir,

Your most obedient humble servant,

E. A. INGLEFIELD, Commander.

No. 3.

Commander INGLEFIELD to Lieutenant ELLIOTT.

Her Majesty's Steam Sloop "Phoenix,"
at Woolwich, the 14th May 1853.

Sir,

THE "Diligence" Transport having been ordered by my Lords Commissioners of the Admiralty to be supplied to Her Majesty's steam vessel under my command as her tender; and having appointed certain officers and men belonging to this ship, as per margin, to serve on board that vessel; it is my direction that you proceed on board and take charge of her as lieutenant commanding; and I have further to direct that you will consider that vessel, her officers and crew, in no other light but as a part of this ship, receiving your stores and provisions from her, and accounting for them to the proper officers as though they had been supplied to one of the boats of this vessel sent on detached service.

Mr. J. F. McDonnell,
Mate;
Mr. Jno. R. Holmes,
Assistant Surgeon;
Mr. Noel Osborn,
Midshipman; and
Twenty-one seamen.

As it is most important, for many reasons, that the ships of the expedition should not part company during the passage from England to the Arctic Seas, I enclose a code of general day, night, and fog signals (independent of those usually supplied) by which the motions of the tender and transport will be guided; and I desire that you will distinctly understand that should any accident occur from neglect of the officer of the watch or others in not paying immediate attention to such signals as may be made from this vessel, you will be held responsible.

You are to report to me every morning by signal the number of your sick, and at noon, or soon after, your position by meridional altitude and chronometer, and at all times be prepared to act in concert with this vessel in making such observations for survey as circumstances will admit.

You are to cause a log to be kept and a journal of all your proceedings, forwarding the same to me on your return to this vessel. Certain meteorological instruments have been supplied from this ship, you will, therefore, direct the assistant surgeon to make careful register of the same.

You will consider your station at sea about one mile on the starboard quarter of this ship, but should stress of weather or other unforeseen circumstances be the cause of the vessels of the expedition parting company, you will consider the Greenland Port of Holsteinbourg as the first rendezvous, and should strong southerly gales (which are not unusual at this time of year) prevail on entering Davis Straits, you will not delay by endeavouring to make that port, but proceed at once to Godhaven, or Lievely in Disco, there to await further orders from me.

I enclose a letter from the Danish ambassador in London, addressed to the authorities in Greenland, which you will present on your arrival at any of the Danish settlements, and which will ensure such assistance as you may require from them.

I am, &c.

E. A. INGLEFIELD,
Commander of the Expedition.

No. 4.

Commander INGLEFIELD to Mr. FAWCKNER, Government Agent on board the
"Breadalbane" Transport.

Her Majesty's Steam Sloop "Phoenix,"
at Woolwich, the 14th May 1853.

Sir,

HEREWITH I enclose a copy of Admiralty Regulations for the guidance of agents of transports, and the charter party of the "Breadalbane," and I have to direct that you will pay especial attention to those clauses in the former relative to keeping an independent reckoning from the master of the vessel. As it is most important for many reasons that the vessels of the expedition should not part company on their passage from England to the Arctic Seas, it is my positive direction that you impress upon the master of the "Breadalbane," the importance of this measure, and for the more convenient conveyance of sailing directions to the vessels of the expedition, I enclose a code of general day, night, and fog signals, which will be used by this ship, independent of Marryat's Signals with which the transport is provided.

You will consider your station at sea about one mile on the port quarter of this ship, but should stress of weather or other unforeseen circumstances be the cause of the vessels of the expedition parting company, you are to consider the

Greenland Port of Holsteinbourg as the first rendezvous, and should strong southerly gales (which are not unusual at this time of year) prevail on entering Davis Straits, you will not delay by endeavouring to make that port, but proceed at once to Godhaven, or Lieveley in Disco, there to await further orders from me.

I enclose a letter from the Danish Ambassador in London, addressed to the authorities in Greenland, which you will present on your arrival at any of the Danish settlements, and which will ensure such assistance as you may require from them.

I have further to direct that you will continually bear in mind that all orders given by you on board the "Breadalbane" are to be directly and only to the master of that vessel, and you will keep a private journal of all the proceedings on board for my information.

I am, &c.

E. A. INGLEFIELD,
Commander of the Expedition.

No. 5.

Commander INGLEFIELD to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Steam Sloop "Phoenix,"
at Lieveley, Disco, 11th July 1853.

(Received 18th August.)

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I arrived at this port on the 8th instant at midnight, with the "Breadalbane" and "Diligence" in tow, having sailed from Holsteinbourg on the 6th instant, where I had lain from the 27th of last month.

On the 31st I was joined by the "Diligence," which ship had parted company in a fog off Sukkertoppen, and, much to my joy, on the following morning by the transport, which had parted company in a gale three days' sail from Cape Farewell. Every exertion was made to complete the coaling, watering, and refit of the squadron, and everything has been conducted to my entire satisfaction.

The responsibility I now take upon myself in sending the "Diligence" to England is not incurred without mature deliberation, and I trust their Lordships will approve, under the following particular circumstances, of this deviation from my instructions.

On my arrival at this anchorage I found the whaler "Rose," of Hull, had put in here on the 27th June, seriously damaged by a nip in the ice during a south-east gale in Melville Bay; and her sinking state had obliged the master to run her ashore at the top of this harbour, where, after a survey carefully made by certain competent persons, she was considered wholly irreparable; and, a portion of her stores having been landed, was abandoned.

On the morning of my arrival I took the carpenter of this ship, his mate, and the caulker, and in company with them made a minute inspection of the damage the "Rose" had sustained. We were shortly convinced that it was too serious to admit of the possibility of the most temporary repair; the rottenness of the timber further proving the uselessness of an attempt. On my return to this ship I found Mr. Couldrey (the master) had come on board to see me, and upon his formal written declaration that the ship had been abandoned, and learning she was insured, I took possession of her for the benefit of the underwriters. My next duty, I considered was to provide for her crew, which consisted of the master and forty-six men, as per list enclosed, all of whom were housed in an old fishing shed, some distance from the settlement. Accompanied by the late master of the "Rose," I proceeded to their abode, and having called the people together, inquired whether they would prefer working their passage to England if I provided them with the means, or waiting till the return of this expedition or the Danish vessels, for an opportunity of getting home. With one voice they declared their anxiety to return to England immediately, and I then pointed out how I should provide for, but what I required of them, stating that though it was quite out of my power to promise any remuneration for their services, yet that I doubted not, if their conduct merited reward, it would not be withheld from them by a British Admiralty. I showed them that I should require their perfect subordination to the officer in command of the vessel, and that they would first have to land 100 tons of coal before they could put on board any of the ship's stores. At this extra work (without payment) there was some demur; but I insisted upon the necessity (as I could not detain the expedition under my command for this service), and the coals were required for our homeward voyage.

Firm to my purpose, I desired those who were willing to agree to my terms to divide themselves from the rest; and I was glad to find that all passed over together, and shouting three cheers, for "Old England," and three more for the captain of the "Phoenix," declared themselves, one and all, ready to do whatever I required, and commence their work that very day.

I have been thus particular (for obvious reasons) in stating the circumstances under which the "Diligence" is manned; and I trust their Lordships will be disposed to consider in a favourable light this brave crew, who brought their vessel to Disco in a sinking state from Melville Bay, rather than desert her, as is so generally the case.

I cannot but trust the responsibility I take in thus detaching one vessel from the expedition at its outset will meet with their Lordships' approval, when I state that I have been influenced, not alone by the unfortunate position of the shipwrecked mariners, but the interests of the Crown, inasmuch that I learn their passage must in the other case have been paid by Her Majesty's Government to the Danish Government at the rate of 1s. per day per man, and the further expenses of a passage from Denmark; moreover, their Lordships will obtain the services of the "Diligence" some months sooner than they otherwise could, and I am most sanguine that all the service that ship can render to the expedition has been performed.

I have entrusted the command of the "Diligence" for this peculiar service to Lieutenant Marryat, whose zeal, ability, and discretion have gained my perfect confidence, and whose disappointment at not accompanying us further on our interesting voyage I trust will be graciously considered by their Lordships.

I cannot dismiss the tender to England without calling their Lordships' attention to her late commander, Lieutenant Elliott, whom I had hoped to have made the bearer to them in September of the intelligence gained from the Arctic squadron. He has navigated and worked that too deeply laden vessel in gales of wind and fogs, and amongst rocks and shoals to my entire satisfaction; and on our passage to Cape Farewell, to the admiration of all the squadron. As second in command, his invaluable services, from previous experience in these seas, forbid my sending him home at this early period of our voyage. I cannot, however, forbear making their Lordships acquainted, on this occasion, with his merit and ability.

By the "Diligence" I send to England three men, whose cases were considered by the surgeon as requiring hospital treatment; and a carpenter, whose utter uselessness and general bad conduct made him a burden to the expedition, and an eyesore to my crew. These vacancies I have filled up from volunteers amongst the shipwrecked seamen.

The state of the ice in Melville Bay and the favourable nature of the season are points that their Lordships will be better informed upon by Mr. Couldrey than by any remarks from me; I therefore beg to refer their Lordships to that gentleman, who has promised to wait upon the Board on his arrival in England, and to Lieutenant Marryat for any further information relative to the expedition I have the honour to command.

A carrier pigeon was despatched from this ship on the 7th inst. with a fresh north wind; it remained one night flying about the vessels that were then in tow, and afterwards took its departure. I state this, and enclose a fac simile of the billet that was fastened round its leg, since it has been affirmed that a bird returned from Sir John Ross's ship in these seas, and it may be possible that mine will reach England. I have three pairs that I purpose leaving at Beechey Island, to be conveyed to Sir Edward Belcher next season, that he may thus communicate with the depôt when other means are impracticable.

I hope to sail for Upernavik to-morrow, and have now only to request you will assure their Lordships that no exertion will be spared to ensure the return of the expedition this year.

The late surgeon of the "Rose" voluntarily takes charge of the invalids; and I enclose for their Lordships' information a copy of the orders I have given to Lieutenant Marryat, and a track chart of the "Phoenix" and "Breadalbane," up to the present date, as well as certain observations on the dip, intensity, and variation of the needle.

I am, &c.

E. A. INGLESFIELD, Commander.

No. 6.

Commander E. A. INGLEFIELD to Lieutenant JOSH. H. MARRYAT.

Her Majesty's Steam Sloop "Phoenix," at Lievely,
Disco, the 12th July 1853.

Sir,

HAVING appointed you to the command of the "Diligence" tender to this ship, manned with the crew of the whaler "Rose" of Hull, it is my direction, on the receipt of this, that you repair on board, and take charge of her accordingly.

You are fully aware of the object I have in view, in sending the "Diligence" to England at this early period of our voyage; and I take this opportunity of assuring you, that I cannot but regret the necessity that deprives the expedition of your valuable services.

On my departure from this harbour, you will use every exertion to get the remainder of the coals out of the "Diligence," landing and stacking them on the rocky point to the south of the settlement.

Having performed this service, you will commence to ballast the tender with the anchors, cables, provisions and stores of the disabled vessel, carefully selecting the most valuable for shipment, and should these not prove sufficient to bring the vessel into sailing trim, the oil casks filled with water will readily supply the deficiency.

Being in all respects ready for sea, you will proceed without delay to England, going either north or south about, as you may deem most convenient, or the wind may lead; and on arrival at the first British port, you will convey the accompanying despatches to the Admiralty, and, there reporting your arrival, await their Lordships' further orders.

In appointing you to the command of this vessel, under such peculiar circumstances, I have been guided by the ability, zeal, and discretion you have always exhibited whilst under my command; and it is the latter quality which will now be most essentially requisite for the good conduct of your voyage.

Your crew are a party of distressed British subjects, without pay, but under discipline (as under the Pendant), and it will require not only much tact, but much good management, to keep in order a band of men, whose previous service at sea has had but one object for a day's work, viz., the amount of spoil each could earn in his exciting and perilous occupation.

You will readily perceive the difference of the service now required of them (but which they have one and all agreed to perform), to that of their past life; and placing the most perfect reliance in your management, I have only to add that I trust their Lordships will take into consideration, at my request, the disappointment I am aware that you experience at not continuing the voyage to Beechey Island.

For the information of my Lords Commissioners of the Admiralty, you will keep a log of your proceedings, and a tract chart; and, lest they should be pleased to make the crew some payment for their services, you are hereby directed to keep a careful statement of the work performed by each man, his ability, and general conduct. Enclosed I send you a list of the shipwrecked crew, and I have ordered three men, as per margin, who are considered by the surgeon fit subjects for hospital treatment, to be discharged to the "Diligence," and a carpenter (whose character renders him useless to the expedition) for a passage to England.

You will leave a letter here to await my arrival, acquainting me of your proceedings up to the time of your departure, and enclose a list of the coals and provisions landed, and the stores you have shipped.

I am, &c.

E. A. INGLEFIELD,
Commander of the Expedition.

II.

Orders from Sir Edward Belcher, C.B., to the Arctic Squadron.

No. 1.

Captain Sir EDWARD BELCHER, C.B., to the respective Captains, Commanders, &c.,
which may now be within Lancaster Sound.

H. M. S. "Assistance," Wellington Channel,
26th July 1853.

Gentlemen,

UNTIL further express directions under my hand, excepting under the following cases, no vessel under my command, or which may arrive within sight of the vessels under my orders, is to proceed beyond Beechey Island on her passage to England, until I reach (and give further directions at) the said rendezvous.

Case 1. If H. M. S. "Investigator" should fortunately escape from the ice-bound position where Commander M'Clure left her, and reach Beechey Island, then the instructions directed to Commander M'Clure will be carried out; that vessel alone taking home all invalids, &c., and leaving all the available provisions, beyond six months; for this squadron.

Case 2. If any unforeseen obstacle should retard or prevent my communicating personally, or by letter, with H. M. S. "North Star," or the senior officer at Beechey Island, before the 1st September, then all supernumeraries which may arrive from H. M. S. "Investigator" are to be embarked on board H. M. S. "North Star," which vessel will be sufficient to convey them to England.

Case 3. In the event of the "Intrepid" reaching Beechey Island, she is to be detained, taking the place of the "North Star," should she leave to proceed under Case 2.

EDWARD BELCHER,
Captain Commanding Arctic Expedition.

No. 2.

Commander INGFIELD to Commander PULLEN.

Her Majesty's Steam Sloop "Phoenix," off Cape Riley,
17th August 1853.

Sir,

I HAVE to request you will briefly give me your opinions in writing as to the course you would consider it your duty to take, were you acting under such directions as you are aware I have received from my Lords Commissioners of the Admiralty, and with reference to the General Order from Sir Edward Belcher to the respective Captains, &c., dated July 26th, 1853.

I have, &c.

E. A. INGFIELD,
Commander and Senior Officer at Beechey Island.

No. 3.

Commander PULLEN to Commander INGFIELD.

Her Majesty's Ship "North Star," Beechey Island,
18th August 1853.

Sir,

IN compliance with your request, as contained in your letter of yesterday's date, for my opinion in writing as to the course I should pursue were I acting under such orders as you have shown me from the Lords of the Admiralty, I can only state, that on my arrival, finding such to be the case, I should deem it best to follow under all circumstances those most stringent instructions from the Admiralty. Had Sir E. Belcher received his orders, and could know the state of things here, I feel confident that he would never think of making any alteration in such instructions.

I have, &c.

W. J. S. PULLEN,
Commander H.M.S. "North Star."

No. 4.

Commander INGFIELD to Sir EDWARD BELCHER, C.B.

Her Majesty's Steamer Sloop "Phoenix," at Beechey
Island, 20th August 1853.

Sir,

I HAVE the honour to acknowledge your general order of the 26th ultimo, and in reference thereto beg to acquaint you that I cannot but feel the great delicacy of the position in which I am placed, with orders from the Admiralty and yourself so diametrically opposed; and it is only after the most mature consideration of the circumstances of the case,—in which I feel by their Lordships' order of 11th May, I, as senior officer at Beechey Island, have full power to act,—that I have promised to set aside the instructions you have forwarded to all captains, commanders, &c. in Lancaster Sound. I may add, however, that there are two cases in which I should not have hesitated in deciding otherwise; and these are, first, had I learnt that the ships now in Wellington Channel were so distressed as to require assistance; and, second, could I perceive through the information afforded me by Captain Pullen, that you have the slightest hopes of finding the missing expedition, or that you had any other intention than that of returning to England as soon as the ships of your squadron were liberated.

I have only to add that I trust you will approve my following out to the letter instructions so urgent as those given by my Lords Commissioners of the Admiralty, and give me credit for the desire I have exhibited to communicate with you, and deposit the despatches from the Government within your reach, by my journey up the western shore of Wellington Channel as far as Cape Rescue, under circumstances and in a manner with which I believe you cannot fail to be satisfied.

I have the honour to enclose a copy of a letter with its reply addressed by me to Commander Pullen, on the subject of the orders conveyed by him from you; and

I am, &c.

E. A. INGFIELD, Commander.

COALS AT DISCO.

CHAS. K. RENWICK, Chief Engineer, to Commander INGFIELD.

REPORT relative to the COALS received for Trial at Lievely, Island of Disco.

H. M. Steam Vessel "Phoenix,"

At Sea, 20th September 1853.

THE weight of these coals, bulk for bulk, is nearly similar to those now on board the "Phoenix," which are of the best Welsh steam coal. They were first tried alone, in a furnace so burned down as to show whether or not they ignited quickly; they required the frequent use of the fire irons before combustion thoroughly began, and then they burned slowly, with little flame, throwing out, however, a good heat. They were next tried mixed with an equal quantity of Welsh coal, and succeeded well, emitting a most intense heat with little or no smoke.

I am of opinion that using these coals alone it would not be practicable to keep steam sufficient for any other than the lowest grade of expansion, but I believe mixed, say one half or two thirds with English coal, they will prove a powerful and lasting fuel.

CHAS. K. RENWICK, Chief Engineer.

III.

Captain Inglefield's Report, 4th October 1853.

No. 1.

Commander INGLEFIELD to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Steam Sloop, "Phoenix,"
off Thurso, 4th October 1853.

Sir, (Received, 7th October.)

I HAVE the honour to report to you for the information of my Lords Commissioners of the Admiralty, my arrival from the Arctic Regions, bringing with me the important intelligence of the safety of the "Investigator," and the discovery of the North-west passage, though, unhappily, without finding the slightest traces of the missing Expedition, either by this route, or on the field of search occupied by the squadron under Sir Edward Belcher's command.

2. I am the bearer of despatches from that officer and Captain Kellett, and Lieutenant Cresswell of the "Investigator," whom I appointed from the "North Star" as supernumerary to this ship, is charged with the letters and journals of Commander M'Clure.

3. As his journal is of considerable length, I will endeavour to acquaint you with the substance of it, that their Lordships may thus be early informed of the leading features of the "Investigator's" discoveries; but ere I enter into this matter, I deem it to be my duty to acquaint their Lordships of the result of the expedition I have the honour to command; and, though I have carried out their Lordship's instructions to the letter, and I trust to their entire satisfaction, it has not been without great difficulty, considerable peril to the safety of this vessel, and the total loss of the "Breadalbane" transport, without the loss of a single life.

4. This unfortunate event, which occurred on the morning of the 21st of August off Beechey Island, no human power could have averted; and my own vessel, which at that time had the Transport actually in tow, barely escaped a similar fate, receiving a severe nip, which rose the stern several feet, and arched the quarter-deck, destroying the rudder and screw. One of the beams forward was sprung, and the port bow partially stove, breaking one of the riders and forcing in the planking. This latter damage, there is no doubt, may have been sustained in a heavy gale on the morning of the 18th August, when the ship was severely nipped off Cape Riley. The ice-master is of opinion, it was received in Melville Bay, whilst forcing a passage under full steam through some heavy ice; however this may be, I have little doubt, but that for the solid nature of the stowage of our hold, and the strengthenings fitted in England, we must have shared the same fate as the unfortunate "Breadalbane."

5. By the "Diligence," their Lords will have been informed of my proceedings up the time of my arrival at Disco. I will, therefore, now briefly state what we have since done, and then in obedience to the 5th clause of their Lordships' orders, relate what information I have obtained with reference to the Expedition, and the discoveries which have been made.

6. On leaving Disco, I proceeded with the "Breadalbane" in tow, to Upernavik, there to obtain dogs, and to communicate with the inspector of North Greenland, concerning the disposal of the "Rose" of Hull. On the afternoon of the 14th July we reached this place, and the ships heading off, whilst I landed, in two hours we proceeded up the coast.

7. The following day, passing Cape Shakleton in a calm, I took advantage of the fine weather, to obtain some looms from the rookery for the use of the Arctic ships, and in three hours we obtained a sufficient quantity to give each of our own vessels a day's fresh meat, reserving enough to supply the "North Star's" crew with provisions for ten days, independent of the sheep we brought from Ireland.

8. On the 16th of July we entered Melville Bay, and found it packed with ice in some places very heavy from recent pressure, and the land floe unfortunately broken away, thus depriving us of the advantage of its edge for docking the vessels in case of a threatened nip.

9. On the 18th of July, owing to damage sustained in the ice, it became necessary to shift the screw, and this was done whilst beset amongst heavy floes almost out of sight of land. From the mast-head no lead could be seen at mid-day, or indeed any water but the pool in which the ships were afloat; but at midnight we proceeded along a narrow lane which opened a way to the northward.

10. Thick fogs and southerly winds which closed the ice up, prevented our getting through Melville Bay till the 25th July, when we stretched away from Cape York for Cape Warrender. Fog prevented our taking observations whilst crossing over, and experiencing a strong southerly set; we found, on the weather clearing, that the ship was within two miles of Cape Liverpool, though we had steered for Cape Warrender with due allowance for currents.

Reaching over to the north shore, (which we then kept close on board,) we steered up Lancaster Sound, passing large floes which were driving to the eastward.

11. On the morning of the 29th July we found a barrier of ice stretching from shore to shore, and which, evidently, had never broken away this season. We followed its edge for several miles in the hope of finding a lane through, but were eventually obliged to bear up for Dundas Harbour, (in Croker Bay) there to await a change.

In coasting towards this anchorage we were surprised at beholding several tents pitched on a point six miles to the westward of Cape Warrender; but shortly found them to be the habitations of a party of Esquimaux who had come over from Ponds Bay. Amongst these people I found many preserved meat and potato tins, the former bearing Mr. Goldner's name; candle boxes, some spars, and other Government stores, which led me to fear that they had visited the depôt at Wollaston Island.

12. In Dundas Harbour we lay for eight days anxiously awaiting the breaking up of the ice; and on the 6th August, hoping that I might be able to examine, and, if necessary, remove the stores from Wollaston Island, we got under weigh, and stretched across in that direction, but heavy hummocky ice prevented our even sighting it, and we were forced to bear up again for the north shore. By this time a light north-westerly wind had eased off the ice, and I determined to push on as far as practicable under steam; the wind holding for forty-eight hours, we were fortunate enough to reach Beechey Island on the 8th August. In many cases the ice opened just as we reached a block, which would otherwise have stopped our progress, and we were told by the officers of the "North Star" that no water was to be seen from Cape Riley the day before we arrived. Thus their Lordships will perceive that no time was lost in reaching our destination.

13. Erebus and Terror Bay was full of heavy hummocky ice, of great thickness, impervious to the saw or the blasting cartridge, and too rough and too much inundated with deep fresh-water pools to admit the possibility of landing the stores on Beechey Island, or putting them on board the "North Star" a mile and a half distant, according to my orders.

14. I had therefore no choice but to place them in what I deemed the most convenient and practicable position; and, in my capacity as senior officer at Beechey Island, determined on Cape Riley as the fittest spot, and even more accessible than the island.

Accordingly on the following morning we commenced our work; and having secured the transport in a bight of the land-ice, immediately abreast of a steep cliff, the people were now set to work, watch and watch, night and day. To expedite the service I ordered all hands to be sent from the "North Star," with their hammocks, and desiring them to be victualled from our ship—the time was thus saved which would have been lost by their going and returning to their vessel, upwards of two miles and a half distant.

15. The steamer lay with her fires banked up, and the towing hausers in, ready at a moment's warning to take the transport off shore in case of the ice closing; and now everything being set forward systematically, and 130 tons of coal landed in the first thirty hours, I determined to proceed myself up Wellington

Channel by boat and sledge in search of Captain Pullen, who had been absent from the "North Star" more than a month, and, as his provisions must have been expended, there was some apprehension as to his safety.

I had the double motive of desiring to convey to Sir Edward Belcher his despatches, as it would only be by such means he could possibly learn of my arrival until next season unless he should return to Beechey Island.

16. I started in my whale boat with a month's provisions at 9 a.m. on the 10th August, leaving written orders with the First Lieutenant, a copy of which I enclose marked M. 1, in case of any unforeseen casualty preventing my return to the ship by the time the transport was cleared, to run no risk of the ships being caught for the winter, but to proceed to England without me.

17. Wellington Channel was then full of ice, and so rough with large cracks and pools that it defied sledging, excepting with a strong party. Landing, therefore, on Cornwallis Island, a little above Barlow Creek, we made an attempt to carry a small punt over the ice; but this proved ineffectual, and I determined at last to proceed with Mr. Alston, Mate of the "North Star," and two men, by land to Cape Rescue. Each carried a blanket bag with a fortnight's provisions, and reached with much exertion the Cape at 5 p.m. of 13th August. A piece of open water off Helen Haven prevented our proceeding farther, and here we learnt, by notice, of Captain Pullen's return to his ship, and of his having communicated with Sir Edward Belcher.

18. Depositing in the Cairn duplicates of their Lordships' despatches for that officer, we commenced our return, and reached the tent on the fifth day of our absence, foot-sore, and much exhausted with this new mode of journeying in the Arctic regions, having travelled 120 miles. Sleeping without shelter on the bare beach, at a temperature several degrees below freezing-point, was a trial for all, more especially as we could not eat the pemmican, and subsisted wholly on biscuit and tea, with the exception of a few dovekies, which I shot.

19. Up till the 12th August, Wellington Channel was blocked with ice as far as the eye could reach. The Plan marked C. 1 shows its position at this date, and the alteration I have made in the coast line of the western shore.

Abundance of white whale, seals, and walrus were seen, and some white hares and lemmings on the land. Tracks of bears were found on the ice, but only one seen.

20. It is remarkable that we traced and followed for many miles the dog-sledge tracks of Mr. Penny, as fresh upon the sandy beach as though they had been made the day previous, and it must be remembered that these were originally upon ice.

21. I returned to the ship on the afternoon of the 16th August, and found that wind and changes in the ice had obliged the First Lieutenant to move the transport away from Cape Riley, and thus the process of unlading had been carried on but slowly by means of sledges; 856 packages had, however, been transported to the "North Star" by these means.

22. On the 17th August, a heavy gale from the south-east set the ice on to the Cape so suddenly and with such violence, that both ships very narrowly escaped being lost. The "Phoenix" was severely nipped, the ice bearing down upon her with such force that the six hawsers and two cables laid out were snapped like pack thread, and the ship forced against the land ice, lifting her stern 5 feet, and causing every timber to groan. The hands were turned up to be ready in case the ship should break up, though there would have been small chance in such an event of saving a man, as the wind blew so violently, with snow, that it was impossible to face it; and the ice in motion around the ship was boiling up in a manner that would have defied getting a safe footing to the most active of our crew.

23. The plan marked C. 2 will show the manner in which we were driven continually away from Cape Riley, by pressure from ice, until the 20th August, when the "Breadalbane" was carried cut amongst some floe pieces and set into the Straits. I pushed out under steam into the pack, with the hope of rescuing her; but it was not till I made a second effort later in the day, that we succeeded in getting her out, and then only with considerable difficulty.

Having once more got her alongside the derrick, we commenced to clear with all hands, as I intended to finish the work without cessation, if we laboured all night.

24. Whilst thus employed I received, by an official letter from Captain Pullen,

a copy of which I enclose, marked L 1, a report of the melancholy intelligence of the death of M. Bellet, who had been sent by Captain Pullen on his return during my absence, to acquaint me of the same, and to carry on the original despatches to Sir Edward Belcher. This unfortunate occurrence took place on the night of the gale, when M. Bellet with two men were driven off from the shore on a floe; and shortly after, whilst reconnoitring from the top of a hummock, he was blown off by a violent gust of wind into a deep crack in the ice, and perished by drowning. The two men were saved by a comparative miracle, and after driving about for thirty hours without food were enabled to land and rejoin their fellow travellers, who gave them provisions, and then all returned to the ship, bringing back in safety the despatches; but three of them fit subjects only for invaliding.

A separate letter will give their Lordships further information relative to the death of this excellent officer, who was sincerely regretted by us all. His zeal, ability, and quiet unassuming manner made him indeed beloved.

25. The ice closing again obliged us to quit Cape Riley before midnight, and in endeavouring to push the ships into a bight in the land floe, the "Phoenix" touched the ground, but came off again immediately without damage. The whole night was spent in struggling to get the ships into a place of security, but the ice drove both vessels fast to the westward, when, at 3.30 A.M. of the 21st August, the ice closing all around, both vessels were secured to a floe edge; but with steam ready to push through the instant the ice should loosen.

26. Shortly, however, a rapid run of the outer floe to the westward placed the "Phoenix" in the most perilous position. I ordered the hands to be turned up, not that aught could be done, but to be ready in case of the worst to provide for their safety. The ice, however, easing off, having severely nipped this vessel, passed astern to the "Breadalbane," which ship either received the pressure less favourably, or was less equal to the emergency, for it passed through her starboard bow, and in less than fifteen minutes she sunk in thirty fathoms of water, giving the people barely time to save themselves, and leaving the wreck of a boat only to mark the spot where the ice had closed over her. Anticipating such a catastrophe, I got over the stern of the "Phoenix" as soon as the Transport was struck, and was beside her when she filled, and can unhesitatingly state that no human power could have saved her. Fortunately nearly the whole of the Government stores had been landed.

Enclosed, a list, marked L 2, sets forth the quantity and kind of stores that were landed at Cape Riley and Beechey Island; also, what was lost in the Transport.

27. Having taken on board the shipwrecked crew, every precaution was used with regard to the safety of Her Majesty's steam vessel; but it was not till the morning of the 22d August that we succeeded in getting her to a safe position in Erebus and Terror Bay, where the ship was again secured to the land floe.

28. I now resolved to lose no time in getting to England; but that I might have the advantage of the latest intelligence from the Arctic Squadron, I determined upon taking the opinion of the ice master as to the latest date he considered I could safely remain at Beechey Island. Enclosure, marked L 3, is a copy of this report; and now I must beg to refer their Lordships to the general order from the senior officer* delivered to me by Captain Pullen on his return from Sir Edward Belcher, and, whilst their Lordships will readily understand how awkward was the position in which I thus became placed, still it was not without very serious deliberation, the written opinion of Captain Pullen upon the subject, a copy of which I enclose, marked L 4, and the authority as granted to the Senior Officer at Beechey Island by their Lordships Memo., 11th May 1853, that I replied to Sir Edward Belcher's order by a letter, the copy of which, marked L 5, I enclose, and which I acted on, delaying till the last moment, (and two days after my ice master advised our departure,) with the hope of Sir Edward Belcher's arrival.

29. Their Lordships will, I trust, bear me out in the steps I have taken; and though I feel how serious is the responsibility I have thus incurred, it has been done with the single motive of the public good, and acting up to the full spirit of my instructions.

30. On the 24th August I sailed from Beechey Island, but was shortly forced to take shelter in a little harbour we discovered, and were obliged to run into in a fog. This harbour, eight miles east of Cape Fellfoot, a plan of which I enclose, marked C 3, was named Port Graham, and is a well sheltered position, with good anchorage and fresh water. Many hares were seen, and nine shot.

31. Here we lay during a violent gale from the eastward, which was so furious in the gusts that though the ship lay under the lee of a lofty hill, she drove with two anchors ahead, until she brought up in forty fathoms water.

The gale set vast bodies of ice up the Straits until it came to a dead stand, doubtless from it having filled up the whole channel to Beechey Island, and most fortunate was it that we got away when we did. For two days not a spoonful of water could be seen from the neighbouring hill, and the temperature falling rapidly, with the prospect of an early winter, I began to fear we had found our winter quarters; indeed, it was a matter dependent entirely on the wind whether we should get out this season. A watch was set to report the state of the ice; the ice masters and officers frequently visiting the look-out hill. On the morning of the 31st August the ice commenced to move out of the harbour, and, carrying the ship with it, we narrowly escaped being driven into the pack, which was only prevented by slipping the cable (with a hawser attached) and forcing the vessel under steam through a crack in the floe. The hawser was cut through by the ice in endeavouring to weigh the anchor, which was thus lost. I now deemed it advisable for the safety of the vessel to proceed to the inner bight of the harbour, which lying behind a shallow spit, perfectly secured her from ice driving in or out, and, should we be unable to get away this year, would prove a good position for winter quarters.

I was ill prepared for such a contingency, as we had not left on board sufficient provisions for our now much-increased crew, having the people of the three other vessels of my squadron with me, besides supernumeraries and invalids.

32. In the evening a small crack along the north shore to the eastward was observed, and we immediately tripped the anchor and steamed up, but it closed ere we could reach it; we therefore returned for the night; but in the morning, I was glad to find it again opened, and we proceeded under full steam and sail, with a light northerly wind, towards the eastward. Nothing but a powerful steamer could have effected her escape at that period, and now, with one or two slight detentions for a couple of hours, we made out of the Straits, passing Cape Warrender on the morning of the 2d September; and here I beg you will call their Lordships' attention to this position as one well applicable for a despatch rendezvous.

33. During my stay at Port Dundas (which is immediately under the cliffs forming Cape Warrender), I ordered a large cairn to be built on a remarkable rocky peninsula at its entrance. This cairn is upwards of sixteen feet in height, twenty feet in circumference, and painted red with a white cross; its position is such, that a vessel sighting Cape Warrender must perceive it; and as nearly all the whalers every year sight this Cape, I conceive it to be an admirable position (should their Lordships desire to send despatches to Sir Edward Belcher next year by the whalers) for these despatches to be deposited.

For sailing marks I have made sketches of the coast in two positions; amongst the drawings are these views marked D 1 and 2, duplicates of which I have left with Sir Edward Belcher; and I believe it to be Captain Pullen's intention, unless directed otherwise by his senior, to have an officer and party ready to receive any communication next year, and in return to forward his intelligence by the same opportunity. Should a Government vessel be sent out from England, she would of course carry the party on to Beechey Island.

With light winds we succeeded in getting out of Lancaster Sound on the 3d September, the ice proving unfavourable for examining the depôt at Wollestone Island, which I had intended doing.

34. We arrived at Lievely, Disco, on the 9th September, and immediately commenced coaling. The barometer threatening, a southerly gale induced me to pass through the Waigat to escape it, and in the darkness of night, running under full sail and steam, we were nearly going stem on to an iceberg 100 feet in height, to avoid which we rounded to within half pistol shot of a rock awash at the entrance of the Moligate, and which, though not laid down in the charts, we supposed the ship was well clear of, a strong set through the channel to the northward must have caused this deception.

35. Whilst the coaling was being completed, I made arrangements with the inspector of North Greenland concerning the disposal of the hull and spars of the stranded whaler "Rose."

For the more convenient disposal of her remains I blew her up, and having landed and placed under charge of the Governor the masts and spars, with a list of their prices (a copy of which, marked L 6, I enclose), we took on board for firewood such of the debris of the hull as would otherwise have been appropriated by the Esquimaux, leaving the remainder convenient firewood for vessels touching there, to be obtained at 14s. a fathom, the price to be received by the Governor, and remitted through the Danish Government to the British Admiralty for the benefit of the underwriters.

Having completed these arrangements, coaled, watered, and refitted, we were detained two days longer by a strong north-east gale, but on the morning of the 17th September proceeded to sea.

36. At Lively I obtained information of a coal mine, about twenty-five miles from the harbour, on the southern shore of the island; and I am told that the coal to be obtained here is in such quantities that a ship might take 1,000 tons. For burning in stoves it is preferred by the Danes to English coal. I obtained a sufficient quantity of an inferior sort to make trial in our boilers. A copy of the chief engineer's report I enclose (Marked L 7), and I have retained on board four casks of this fuel for their Lordships' disposal.

37. On the 18th September I put into Holsteinborg to obtain sights to complete our meridian distances, and satisfy me as to the rates of our chronometers. In this harbour (a complete survey of which was made by Mr. Stanton, the master, during our first visit, and which is marked C 4,) we found the "True-love," Captain Parker, which had put in the day previously with her bow stove. She had received this damage amongst the ice in the gale of the previous Wednesday. I rendered him every assistance with a carpenter and stores, and towed him to sea at daylight on the morning of the 20th September, carrying him out to an offing of sixty miles. He reports that all the whalers were caught amongst the ice in that gale, and he much feared they had received some damage; but upon his acquainting me, they were all in such close company that the crews of any disabled vessels would surely escape to the others, I did not deem it necessary to delay my return to England by going over to the fishing ground.

Since rounding Cape Farewell, a succession of strong northerly and westerly winds have favoured our return, and we sighted land on the 3rd instant.

38. And now, Sir, I beg to narrate in a summary manner the intelligence gleaned from the searching squadrons; and, first with reference to Sir Edward Belcher. I have little else to say but that he wintered in a spot he had named Northumberland Sound in latitude 76° 52' N., and longitude 97° W., near the position now marked in the charts of the Queen's Channel as Cape Sir John Franklin. From Captain Pullen I learnt that not the slightest traces of the missing expedition had been met with, either by this or the western branch of the searching squadron, and that it was evidently the intention of Sir Edward Belcher to return to Beechey Island as soon as possible. For the rest, Sir Edward's despatch will convey all further details.

39. Captain Kellett wintered at Dealy Island, Melville Island; he had a narrow escape of losing his ship on the night of his departure from Beechey Island: she grounded off Cape Colbourn, and was only got off after the ice had set down, upon her casting her over on her broadside, and with the loss of sixty feet of her false keel.

It was a party from his vessel that discovered the despatch of Captain McClure at Winter Harbour, and was thus led to the "Investigator's" position, a brief account of the voyage and discoveries of which vessel I will now relate.

40. Their Lordships will remember that it was on the 6th of August, 1850, that the "Investigator" was last seen running to the north-eastward with studding sails set. They rounded Point Barrow with much difficulty.

At the River Colville, in 150° W., they were detained some days, and then thick weather, fogs, and contrary winds set in—the latter proving rather an advantage, as it kept the ice open; and the necessity of working to windward between the Polar pack and the gradually sloping shore gave them the means of avoiding dangers. On the 26th of August they reached the mouth of the Mackenzie, the pack at this part being upwards of ninety miles distant. On the 30th, they were off Cape Bathurst.

When at Cape Parry, open water to the northward induced Captain M'Clure to push for Banks' Land; and when about sixty miles from this Cape they fell in with an unknown coast, which was named Baring Island. Passing up a strait between this island and a coast that was called Prince Albert Land, they reached the latitude of 73° , where ice impeded their further progress. The season suddenly changing, the ship was beset and forced to winter in the pack: drifting to the southward, they were ultimately frozen up in latitude $72^{\circ} 40' N.$, longitude $117^{\circ} 30' W.$

The travelling parties in the spring found no traces of the missing expedition, but discovered and laid down much of the adjacent coasts.

On the 14th July 1851, the ice broke up, and freeing the ship, an endeavour was made to push to the northward towards Melville Island, but an impenetrable pack in latitude $73^{\circ} 35' N.$, longitude $115^{\circ} W.$ precluded their completing what their autumn travelling parties had proved to be the North West Passage. An attempt was now made to round the southern shore of Baring Island and proceed up the west side; and with great peril to the vessel they succeeded in reaching as far as latitude $74^{\circ} 6'$, and longitude $117^{\circ} 12'$, where they were frozen in on the 24th September 1851, and have never since been able to move the ship. Their record was deposited at Winter Harbour the year following Commander M'Clintock's visit, whilst employed on Captain Austin's expedition.

41. There are two remarkable discoveries mentioned in Captain M'Clure's journal, viz., some smoking hillocks and a petrified forest. He also states that during his intercourse with the natives he only once met with any hostile demonstrations. This occurred at Point Warren, near the Mackenzie, where, on attempting to land, two natives with threatening gestures waved them off; it was not without much difficulty that they were pacified, and then they related that all their tribe, but the chief and his sick son, had fled on seeing the ship, alleging as a reason, that they feared they ship had come to revenge the death of a white man they had murdered some time ago. They (through the interpreter) related that some white men had come there in a boat, and that they built themselves a house and lived there: at last the natives murdered one, and the others escaped they know not where, but the murdered man was buried in a spot they pointed out. A thick fog coming on prevented Captain M'Clure from examining this locality, which is much to be regretted, as here is the probable position, a boat party endeavouring to return by the Mackenzie would have encamped.

42. I have now only to state further for their Lordships, information on this head, that Commander M'Clure had made arrangements for deserting the ship, to have been carried out a few days later than the opportune arrival of the officer from the "Resolute," and that Captain Kellett sent his surgeon to report upon the health of the crew. He also desired that should there not be amongst them twenty men who would volunteer to remain another winter, Captain M'Clure was to desert his vessel. The "Intrepid" was expected at Beechey Island with the crew; and Sir Edward Belcher had ordered the "North Star" to be prepared on her arrival to proceed to England, sailing on the 1st of September, and to leave the "Intrepid" at Beechey Island in her stead.

43. I have now, in concluding the intelligence gained concerning the Arctic searching squadrons, to acquaint their Lordships of the dangerous position in which the "North Star" passed the winter. Shortly after I left Beechey Island last year in my yacht the "Isabel," a violent gale which I encountered in the Straits, drove the "North Star" on shore, where she remained during the whole winter, and was only got off this spring with much difficulty.

44. Herewith I enclose a chart showing the tracks of the vessels of my squadron on their outward voyage, and this vessel homeward also, the several alterations and additions made in the coast line of Greenland. This is marked C 5, also a chart on Mercator's plan marked C 6, showing the North West Passage, with all the latest discoveries, and the coasts explored by each expedition up to this date, in search for the missing squadron.

From C 1 to C 6 are the surveys and plans made during the voyage, and alluded to in this dispatch. From L 1 to L 7 are the copies of letters therein spoken of, and enclosures M 3 to M 10 are copies of the memorandums and orders issued by me as senior officer at Beechey Island.

The drawings and sketches from D 1 to D 24 are made exhibiting several positions of the ships during the voyage, and headlands, coastline, and views

taken at different times, also a drawing of the "Investigator" wintering in the pack, made from a sketch, and the description by Lieutenant Cresswell.

In natural history, we are able to add a large collection of minerals to our museums, nearly 1,000 specimens of ores and earthy substances have been obtained at different parts of the coasts of Greenland. Specimens also of the flower, leaf, and root plants of all the kinds we have met with, are carefully preserved; and such crustaceous and other creatures from the animal kingdom as our limited means have allowed us to collect are prepared for the naturalists.

A careful meteorological journal has been kept, a tide register at Holsteinborg, and a great many observations made on the direction, dip, and force of the magnet. These have been carried on by Mr. Stanton and the late lamented M. Bellot, whose industry in this branch of science is well proved by the mass of valuable matter he has left behind.

I have only now to beg their Lordships will accept my assurance of the perfect satisfaction I have received in the conduct of every officer and man in the expedition during a period of incessant labour, continual hardship, and frequently imminent peril; each has done his duty with a zeal and alacrity that I find it hard to individualize.

On all occasions I have received the most prompt co-operation from my first lieutenant Mr. Elliott, who, as an old officer, I would beg to recommend to their Lordships' notice.

Amongst our numbers six only of the officers and men had been amongst the ice before, yet I invariably found them as active in their employment whilst engaged with that treacherous element, as the most experienced whalers, and whatever the service, the danger, or the emergency, I had only to order, and it was promptly executed; without such hearty co-operation on the part of both officers and men, I must say I could scarcely have completed all that has been done; and I have only further to state for their Lordships' information, that to the officers, this expedition has been a very serious expense. Obligated to equip themselves and store their mess for an Arctic winter, they have returned to England after an absence of little more than four months from the time they sailed from Cork, and thus their pay cannot cover the expenses of such a costly outfit. It is more particularly heavy to the juniors, whose expenses were the same, while their pay is so considerably less.

My Remark Book contains much information I have gathered during the voyage upon many subjects, and this accompanies my charts and drawings.

I beg you will assure their Lordships of my anxiety to learn of their approval of my proceedings, more especially, as I found it necessary upon so many occasions to take upon myself a responsibility which nothing but the circumstances in which I was placed could otherwise have justified; I especially refer to the dispatch of the "Diligence" to England, and the delicate task of disregarding the orders of my senior officer.

I omitted to mention that on our return south through Baffin Bay, we tried for soundings at a spot marked in the track chart with 2,870 fathoms, without getting bottom. The line was upwards of three hours and a half in running out, and the lead employed more than half a hundredweight.

I have also to state, in conclusion, that I ordered Mr. McCormick to join my ship for a passage to England. Learning that he had finished the work he was appointed to the "North Star" to perform, and his desiring to leave the ship I also ordered, as per memorandums 3, 4, 6, 8, 9, and 10, certain exchanges amongst officers and men belonging to this ship and the "North Star."

The Pay Books of this ship are made up, and are enclosed with the despatches.

I have, &c.,

E. A. INGLESFIELD, Commander.

No. 2.

To Captain INGLESFIELD.

Sir,

Erebus and Terror Bay, 23d August 1853.

In compliance with your request I beg to state that, in consequence of the immense quantity of ice now in Barrow Straits, I deem it prudent not to prolong our stay, as by so doing we incur great risk in being caught for the winter; for should the wind veer to the east or up Barrow Strait, the latter would be so blocked up as to prevent a passage.

I am, &c.,

DONALD MANSON, Ice Master.

Captain INGFIELD to Lieutenant ELLIOTT.

By EDWARD A. INGFIELD Esq., "Commander of the Relief Arctic Expedition, and Senior Officer at Beechey Island.

DEEMING it necessary for the perfect completion of the service on which this expedition is employed, that a boat should proceed up Wellington Channel, to endeavour to communicate with Captain Pullen, and obtain the despatches of Sir Edward Belcher, I have determined upon proceeding myself. I intend leaving this ship on the 10th instant, and have now to direct, that should casualty, or any unforeseen circumstance prevent my returning to Beechey Island before the end of the present month, that you proceed with the Transport to Lievely; and from thence, having supplied Her Majesty's Steam Vessel with the coal, on board that vessel, you lose no time in proceeding to England in the full execution of the orders under which I am acting.

I have so constantly imparted to you my views and intentions, as to our general proceedings, that I deem it needless to enter into the minor details, in which you will at once perceive it will become your duty to act, should I not return within a reasonable time to Beechey Island, and though I consider it most improbable this should occur, I am desirous that I should rather be left behind, than that the full spirit of the instructions of my Lords Commissioners should not be fully and certainly complied with.

A duplicate copy of these and other orders I enclose for your general guidance, and I have only to add my belief that you will use a proper discrimination between leaving me unnecessarily behind, or lingering dangerously long in these treacherous climes.

Accompanying these you will receive the orders I have drawn up for the guidance of Commander Francis M'Clintock on his arrival.

Given under my hand, &c., off Cape Riley,
the 9th day of August, 1853.

E. A. INGFIELD.

No. 4.

Commander PULLEN to Captain INGFIELD.

H. M. S. "North Star,"

Beechey Island, 20th August 1853.

Sir,
It is my melancholy duty to inform you that two of my men who left this ship with Lieutenant Bellot, have just returned with the sad intelligence of, I fear, his being drowned. The particulars of an examination of the two men I have entrusted to Lieutenant Cresswell, who was present at the time; it is in a rough shape, but being anxious that you should be made acquainted with the sad event, I deemed it necessary to despatch him immediately.

The despatches are safe, the men having brought them back. I have therefore to request your opinion as to whether, from the state of the ice in the channel which Lieutenant Cresswell will inform you of, it is advisable to despatch another party or not immediately, to endeavour to communicate with Sir Edward Belcher.

I have, &c.,
W. J. S. PULLEN, Commander.

No. 5.

Commander INGFIELD to the SECRETARY OF THE ADMIRALTY,

Reporting the death of Lieutenant Bellot, of the French Imperial Navy.

Sir,

Her Majesty's Steam Sloop "Phoenix."

It is my very painful duty to acquaint you, for the information of my Lords Commissioners of the Admiralty, of the death of M. Bellot, Lieutenant of the French Marine, who was appointed to this ship on the 15th April last, by their Lordships, as supernumerary.

This gallant officer met with his death by drowning, whilst away on a travelling party up Wellington Channel, whither he had volunteered to go to seek for me. Captain Pullen had, however, availed himself of his experience in Arctic travelling to send forward their Lordships' despatches to Sir Edward Belcher.

The men who accompanied M. Bellot returned eight days after their departure, stating that on the evening of Wednesday, the 17th August, the party were landing from the floe by means of the india-rubber boat, when the ice suddenly broke up, leaving M. Bellot and two men still afloat. The former, after making arrangements (by building a barricade with snow) to protect the men from the gale, which had set in, went to the top of a hummock, close to a crack five fathoms wide, and not returning shortly to the shelter, the men went out to seek for him, and could find nothing but the short stick he carried in his hand floating on the water; they have no doubt he was drowned as they remained on the floe thirty hours after, and never saw a trace of him.

By a miracle they succeeded in landing after this period at a spot a short distance from where the two other men had got on shore.

The independent evidence of the four men plainly proves the correctness of their statement, and there cannot be a doubt that poor M. Bellot was blown off the hummock into the crack by a violent gust of wind, when he indubitably perished by drowning, as unable to swim, he was much hampered with stiff wet clothes, and a southwester tied under his chin.

The loss of this gallant officer has been deeply felt by all on board, for his amiable qualities, and bold adventurous disposition had rendered him beloved by all who knew him.

I am, &c.,

E. A. INGLEFIELD, Commander.

No. 6.

SECRETARY OF THE ADMIRALTY TO H. U. ADDINGTON, Esq.

Sir,

Admiralty, 7th October 1853.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith for the information of the Earl of Clarendon, a copy of a letter from Commander Pullen, of Her Majesty's ship "North Star," dated Beechey Island, 20th August, 1853, and an extract of a letter from Commander Inglefield, of Her Majesty's steam vessel "Phoenix," dated 4th instant; and my Lords cannot sufficiently express the regret which they have to convey the intelligence of the melancholy death of Lieutenant Bellot of the French navy to Lord Clarendon.

The generous devotedness of Lieutenant Bellot to the humane and honourable cause in which he was engaged, his high talents, the many admirable qualifications possessed by him for so arduous a service, and his engaging character and manners, added to his manly courage and energy in carrying through whatever enterprise he was engaged in, had already secured to him the admiration of their Lordships, and the affectionate esteem of his comrades and all with whom he was embarked.

I have, &c.,

W. A. B. HAMILTON.

No. 7.

SECRETARY OF THE ADMIRALTY TO Commander INGLEFIELD.

Sir,

Admiralty, 7th October 1853.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 4th inst., received this day, I am commanded to convey to you the expression of their Lordships' great satisfaction at your proceedings.

My Lords highly approve of the firmness, energy, and great good judgment with which you have carried out their instructions, and of all the steps you have taken in the execution of their orders; and their Lordships desire that you will convey to the officers, seamen, and marines employed under your command, including the master, second master, and crew of the "Breadalbane," the like expression of their Lordships' high approval of the manner in which you speak of their having done their duty.

I am further commanded not to conclude this despatch without signifying the deep regret with which my Lords have heard of the untimely death of an officer so much esteemed by them as Lieutenant Bellot of the French navy.

I am, &c.,

W. A. B. HAMILTON.

No. 8.

SECRETARY OF THE ADMIRALTY TO COMMANDER INGLESFIELD.

Sir,

Admiralty, 7th October 1853

My Lords Commissioners of the Admiralty having been pleased to sign a commission promoting you to the rank of Captain in Her Majesty's Navy; I have their Lordships' commands to acquaint you therewith, and that your commission is with the Chief Clerk of this Office.

I am, &c.,
R. OSBORNE.

Captain INGLESFIELD to the SECRETARY OF THE ADMIRALTY, London.

Sir,

Admiralty in Waiting, 8th October 1853.

I HAVE the honour to acknowledge the very handsome letter their Lordships have been pleased to forward to me, in reply to my statements of the proceedings of the expedition with which I was entrusted, and in doing so, I feel that it is as much my duty as my pleasure to be able to convey to their Lordships my testimony as to the ample and very efficient assistance I have at all times received from my second in command, Lieutenant W. Elliott, whose services upon Captain Austin's expedition are too well known to require comment from me. To the qualities of an able officer he has exhibited those of an experienced seaman, most especially during the time of his being in command of the "Diligence" tender, and during the period when my necessary absence from the ship, on the journey up Wellington Channel, left him in a responsible situation.

I cannot close this letter, in which I beg especially to call Lieutenant Elliott's claims before their Lordships' notice, without bearing my unqualified testimony to the zeal and ability displayed by every officer in the expedition; and in doing so, I must individualise the master, Mr. Stanton, whose surveys, observations, and angle-books bear the fullest testimony not only to his abilities as a master, but his qualities as a surveyor. He, moreover, has shown that continued exertion in the prosecution of the services on which we were employed, which has (in the absence of a second lieutenant in this expedition) fallen especially heavy on him, and merits my perfect approbation.

I am, &c.
E. A. INGLESFIELD.

IV.

Lieutenant Cresswell's Letter, 7th October 1853, announcing his Arrival with Despatches from Captain M'Clure, communicating the Proceedings of Her Majesty's Ship "Investigator," and Discovery of the North-West Passage.

No. 1.

Lieutenant CRESSWELL to the SECRETARY OF THE ADMIRALTY.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, of my arrival in London this morning with Captain Inglesfield of Her Majesty's ship "Phoenix," having been charged with Commander M'Clure's despatches, by Captain Kellett of Her Majesty's ship "Resolute," which are herewith transmitted, together with a copy of the orders I received from Commander M'Clure and Captain Kellett.

I have the greatest satisfaction in reporting, that during the prolonged service on which we were employed in search of the crews of the missing ships, we have only lost three men in the spring of the present year.

I left the "Investigator" on the 15th of April last, in the Harbour of Mercy, latitude 74° 6' North, longitude 117° 45' West, and crossing the ice with sledges, reached the "Resolute" at Melville Island, on the 2d of May.

Assisted by a party from the "Resolute," I reached the "North Star," Beechy Island, on the 22d June, with Lieutenant Wynniatt, whom it gives me great pleasure to speak of in the highest terms.

I have, &c.,

S. G. CRESSWELL,
Lieutenant of Her Majesty's ship "Investigator."

No. 2.

Commander M'CLURE to Lieutenant CRESSWELL.

By Robert M'Clure, Esq., Commander of Her Majesty's Discovery Ship "Investigator," and Senior Officer present.

CONSIDERING it of the utmost importance that the crew should be divided, as the only means of carrying the views which I entertain into effect, viz., the probability of being thereby able to extricate and carry home the ship, or, failing in the accomplishment of such design, to be enabled to meet the contingency of another winter in any part of these seas, without the risk of suffering from starvation, which must inevitably follow with the whole complement on board, I therefore deem no further preamble requisite, but direct your attention to the following:—

Having most opportunely received intelligence conveyed under very severe and trying circumstances by Lieutenant Pim, from Captain Kellett, C.B., of Her Majesty's Discovery Ship "Resolute," now most providentially wintering at Dealy Island, that has allayed the great apprehension which I otherwise could not have divested myself of feeling for the safety of those engaged in the execution of a service so hazardous. You will, consequently, upon the 15th of the present month, or as soon after as the weather will admit, proceed to the Island mentioned in the preceding paragraph, taking under your command such officers and men as are selected for detachment.

Severe will require great care and attention from the debility occasioned by the epidemic that has, throughout the late very severe winter, afflicted them; consequently you will not allow the laudable anxiety which might urge you to accomplish the journey by undue exertion, to overcome a proper consideration for their enfeebled state, so as to tax their strength too severely.

You will be provisioned for twenty-four days, which will admit of your taking easy stages for Cape Providence and Point Hearne, where you can complete your resources if necessary, and also remain to refresh your crew, from thence to the "Resolute" is only thirty miles.

On arriving at Dealy Island and reporting yourself to Captain Kellett, C.B., you will then of course be under his orders which you will follow for your future guidance.

Given under my hand, on board Her Majesty's Discovery Ship "Investigator," Bay of Mercy, Baring's Island, 7th day of April 1853.

ROBERT M'CLURE, Commander.

Captain HENRY KELLETT, C.B., to Lieutenant CRESSWELL.

It being of importance that an officer of Her Majesty's ship "Investigator," should reach England by the earliest opportunity, and it being possible that these ships may not break out this season,

You will take charge of Commander M'Clure's despatches, delivering them to the commanding officer of the "North Star," who will cause copies to be made of them for Sir Edward Belcher's information, and return you the original, sealed, for conveyance to England.

You will accompany Mr. Roche, mate, who has charge of the party, with instructions to victual you and Mr. Wynniatt, whose health is such as to require an immediate return to England.

Given under my hand, on board Her Majesty's ship "Resolute," at Dealy Island, 7th May, 1853.

HENRY KELLETT, Captain.

Proceedings of Captain McClure, of Her Majesty's Discovery Ship "Investigator," in search of the Expedition under Sir John Franklin, from August 1850 to April 1853, and reporting the Discovery of the North-West Passage.

No. 1.

Commander ROBERT MCCLURE to the SECRETARY OF THE ADMIRALTY, London.

H. M. D. S. "Investigator," Bay of Mercy, Baring's Island,
10th April 1853.

Sir,

I HAVE the honour to forward to you for the information of the Lords Commissioners of the Admiralty the narrative of the proceedings of Her Majesty's Ship under my command from the period of parting company with Captain Kellett, of the "Herald," off Cape Lisburne, in August 1850 to the present date, and trust that the course which I have adopted in endeavouring to carry out my instructions as regards the search of the Expedition under Sir John Franklin into effect, will meet with the approval of their Lordships; likewise, that the division of my crew, in the hopes of being able to save the ship, and failing that, to meet the contingency of another winter, which, by any other means would have been impossible, as, should we not get as far as Port Leopold this season, next April we must of necessity quit the ship, taking away the last ounce of provisions, from which their Lordships may observe that perseverance will have been carried to the utmost extent, famine alone causing our desertion of the vessel.

I have, &c.,

ROBERT MCCLURE, Commander.

No. 2.

To the CHIEF TRADER of the HUDSON'S BAY COMPANY at Fort Good Hope, North America, (or any of the Company's Officers).

Her Majesty's Discovery Ship "Investigator,"
24th August 1850.

Sir,

I HAVE to request that you will cause the accompanying despatch for the Lords Commissioners of the Admiralty to be forwarded with the least possible delay, so that if it is practicable, it may arrive this year; you are aware of the great interest that is attached to this expedition, and consequently all information regarding its progress will be considered of the utmost importance.

I feel convinced it is unnecessary to urge you to exertion in the performance of this duty; the Honourable Company with which you are connected having with great liberality, zeal, and beneficence, expressed their desire to render every assistance in forwarding the views not only of Her Majesty's Government, but that of the nation at large, in facilitating the search for the missing expedition under Sir John Franklin. It is impossible for me to suggest any method by which this despatch may be carried, whether by Indians specially engaged for the purpose, or through your usual communication, only permit me to beg that the most expeditious method may be pursued, and let the expenses attending its transmission be placed to the account of the "Arctic Searching Expedition."

I have, &c.,

ROBERT MCCLURE, Commander.

No. 3.

To the CHIEF TRADER of the RUSSIAN FUR COMPANY, North America.
Her Britannic Majesty's Discovery Ship "Investigator,"
11th August 1850, off Jones' Island.

Sir,

THE discovery ships under Sir John Franklin sailed from England in 1845, and were last seen in Baffin's Bay in July in that year, steering for Lancaster Sound.

The aid of the officers of the Russian Fur Company is earnestly solicited in the humane endeavour to rescue such of the missing crews as may succeed in reaching the shore of this Continent.

And it is conceived that this may be effectually rendered by offering to the Esquimaux and Tchutski the promise of a liberal reward of kettles, saws, knives, beads, and such other articles of commerce as they covet, for any effectual relief afforded to any white men that may be cast on their coasts, and for conducting them in safety to a neighbouring fur post. The English Admiralty will defray the expense of such rewards, on application.

I am, &c.,
ROBT. M'CLURE, Commander.

No. 4.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY, London.

Her Britannic Majesty's Discovery Ship "Investigator," off Jones Island, to the Eastward of Beren's Point, Lat. $70^{\circ} 33' N.$, Long. $150^{\circ} 16' W.$

Sir,

11th August 1850.

I SEND this by an Esquimaux boat, with the hope of its conveying the intelligence of our progress to the Lords Commissioners of the Admiralty through the Russian Fur Company.

We parted company with the "Herald," off Cape Lisburne, upon the 31st ultimo; made the ice in latitude $72^{\circ} 1' N.$, longitude $166^{\circ} 12' W.$, found the pack exceedingly close and heavy extending E.N.E. to W.N.W., worked along its margin until the 5th instant, and then shaped a course for Wainwright's Inlet; in running, exchanged numbers with the "Plover;" at 11.30 A.M. made a low beach, distant about two miles; weather very thick running entirely by the lead from 14 to 73 fathoms, in which latter water, rounded Point Barrow at about 11.30 P.M. without, however, seeing it.

Shaped a course for Bankes's Land through loose sailing ice; next morning, August 6th, the weather cleared, found that we had been running towards the pack which was impenetrable, extending from S.E. to S.W., (by the north); hauled to the wind and commenced working to the southward; upon the afternoon of the 7th, got clear of the ice into Smith's Bay. At 2 A.M. of the 8th, erected a cairn, and left a notice of our passing upon Point Drew; several natives came on board, who had arrived but three days previous. Had seen no other vessel; stated the water would be open along the shore during the summer, from about three to five miles in width. In running along the coast to the eastward, several Baidars came off, said they had not seen any white men, except some in boats last summer going east, (which I suppose to be Lieutenant Pullen); sent a letter by them containing information for their Lordships.

Landed a notice upon Point Pitt, off which the ship grounded in stays, but was shortly hove afloat without any damage. Experienced much difficulty in rounding Cape Halket from ice being set close to shore, allowing only the space of from $3\frac{1}{2}$ to $4\frac{1}{2}$ fathoms to work through. August 11th, made Jones's Island eastward of Harrison's Bay; erected a cairn, and left a notice; several natives came off; no intelligence of any description.

I am, Sir, &c.,
ROBERT M'CLURE, Commander.

No. 5.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Discovery Ship "Investigator," off
Point Warren, Polar Sea,
Latitude $69^{\circ} 43' N.$, Longitude $131^{\circ} 57' W.$

Sir,

24th August 1850.

I HAVE the honour to report to you, for the information of the Lords Commissioners of the Admiralty, that we arrived off the Mackenzie upon the 21st

instant, the letters that I forwarded by Her Majesty's ship "Herald," from whom I parted company upon the 30th ultimo off Cape Lisburne, will have put you in possession of my proceedings up to that date.

After parting with the "Herald," I stood to the N.N.W., with a fresh breeze from the N.E., with the intention of making the ice, which was accomplished upon the morning of the 2d August, in latitude $72^{\circ} 1'$ North, longitude $166^{\circ} 12'$ West, and at 11 A.M. stood into the loose ice for the purpose of examining the pack, the wind, however, failing before we got far in, I was induced to go out to avoid being beset, having ascertained that the pack was very close and heavy extending from E.N.E. to W.N.W., and seeing no hope of getting through, worked along its edge, in soundings from 24 to 26 fathoms (mud), the hundreds of walruses that were lying upon the ice, thickly huddled together like sheep in a fold, was most astonishing, we continued working along the ice, occasionally getting drifted in until the 5th, when the weather, which had been previously thick and misty cleared a little, and no ice being in sight, I shaped a course for Wainwright's Inlet, with the intention of getting between the pack and shore; in running, exchanged numbers with Her Majesty's ship "Plover," and at 11.30 A.M. observed a low beach, apparently shingle, distant about two miles, the weather again having become thick, we went entirely by our soundings, which varied from 14 to 73 fathoms, in which latter we rounded Point Barrow at 11.30 P.M., without, however, observing the land, and steered to the eastward direct for Banks's Land, finding that the ice was sufficiently loose and practicable for sailing through; these hopes were soon, however, dissipated, for upon the forenoon of the 6th it was suddenly cleared, when I found that we had been running directly into the pack, which was very heavy and impenetrable, extending from S.E. to S.W. (by the North), in latitude $71^{\circ} 35'$ North, and longitude $155^{\circ} 12'$ West, and the sea through which we had come looking nearly as white as the ice ahead, except that lanes of water were observable, we instantly hauled to the wind, and commenced working out; during the night the breeze freshened considerably, bringing showers of rain with thick weather, while being compelled to carry a press of canvas through very heavy and close sailing ice rendered the navigation extremely critical, the vessel occasionally struck with some violence, this continued until the afternoon of the 7th, when clear water was reported from the crow's nest; the wind almost immediately failing, the boats were all manned and towing commenced amidst songs and cheers, which continued with unabated good humour for six hours, when their laborious work was brought to a successful termination; being in perfectly clear water in Smith's Bay, a light air springing up, we worked to the eastward, at 2 A.M. of the 8th, being off Point Drew, sent Mr. Court (second master) on shore to erect a cairn and bury a notice of our having passed; upon landing they were met by three natives, who at first were very timid, but upon exchanging signs of friendship, which consisted of raising the arms three times over the head, they approached the boat, and after the pleasant salutation of rubbing noses, became very communicative, when, by the assistance of our invaluable interpreter Mr. Miertsching, (the selection of this gentleman for this important office does infinite credit to the discernment of those who sent him,) we found the tribe consisted of ten tents (this being the only approach to their numbers he could obtain), had arrived only three days previous, and that they hold communication with a party inland, who trade with the Russian Fur Company: the evening before, they had observed us, but could not imagine what large trees they were, moving about (our masts), and that all the tribe had assembled on the beach to look at them, when they agreed it was something very extraordinary, and left the three men who met the boat to watch; they also gave the pleasing intelligence that we should find open water along the coast, from about three to five miles distance during the summer; that the heavy ice very seldom came in, or never left the land further than at present; that they did not know if there were any islands further north, as they found it impossible to go in their kyacks, when in pursuit of seals, further than one day's journey to the main ice; and then the lanes of water allowed of their proceeding three quarters of a day further, which brought them to very large and high ice, with not space enough in any part of it to allow their kyacks to enter: the probable distance Mr. Miertsching therefore estimates from his knowledge of the Esquimaux' habits to be about forty miles off shore, and from what I have seen of the pack, am inclined to think this is perfectly correct, for a more unbroken mass I never witnessed. They also mentioned seeing the boats

with white men going eastward last year, (which I suppose was Lieutenant Pullen,) but had not seen any other white persons, or anything like this vessel before; they had, therefore, no name of sufficient grandeur to give the great "Omiaq," so they called her the "Fast moving island." Several of them came off to the vessel, but had little to barter, as all their hunters were away; but immediately we had been observed they were sent for, and would soon arrive; then said they, you will be gone, and how disappointed they will be! They appear a simple, kind people; very poor, very filthy, and to us looked exceedingly wretched. The time of our return was repeatedly enquired; for by then they would have a quantity of skins; they were anxious for us to wait a little, that they might send off a supply of reindeer; but the boat returning and the wind fair, I made them a few presents, and gave them a letter to be forwarded to the Russian Fur Company, and made sail to the eastward, the wind being light, as we ran close along shore in from four to six fathoms. We had a great many visitors, many of them had been their whole lives between the Coppermine and Point Barrow; these could give no information of the missing expedition. I am certain, that had any of them reached these shores we must have heard of it. The coast is inhabited throughout, and the natives are, to all appearance, a kind and merry race; and, when we gave the presents, through the medium of the interpreter, we told them that we were looking for our lost brothers, and if they saw any white men in distress they were to be very kind, to which they assented by saying they would, and give them plenty of "deer's flesh." While running along the land which is exceedingly low, observed upon Point Pitt two conical mounds. Thinking they might have some communication buried beneath, ran in to examine them. While in stays the vessel took the ground, but was hove off almost immediately without any damage, the bottom being soft clay. The boat sent to examine the mounds reported them old Esquimaux caches, where they deposit their venison; they left a bottle containing a notice of our passing. Upon rounding Cape Halkett upon the morning of the 9th, found the ice was set close to the shore, which rendered it a passage of much anxiety, great labour, and imminent risk, as the wind was strong from E.S.E., with thick fog, and the ice closing around us fast, so that we had barely space to work in, tacking frequently in five, and never beyond ten minutes, standing upon one tack into $3\frac{1}{2}$ fathoms, and upon the other to $4\frac{1}{2}$, and 6 fathoms. This operation was continued the greater part of the middle and all the morning watch. At 9 a.m. the weather cleared a little, and open water was observed. In Smith's Bay our soundings gradually increased, the reaches became longer as we rounded the Cape, and all apprehension of being forced on shore was over.—August 10th. In crossing Harrison's Bay, found the influence of the Colville to extend 12 or 14 miles, the surface of the water being of a dirty mud colour and scarcely salt: the weather thick and foggy prevented any land being seen, the soundings were very regular on one tack, the ice allowed of our standing off to 8 fathoms, and on the other the land to $3\frac{1}{2}$ fathoms black mud.—August 11th. In the morning the weather cleared a little and discovered to us Jones' Island; an erect piece of wood on the shore attracted the attention of the officer of the watch. A boat was sent to examine it, when it appeared to be a piece of drift-wood which had been squeezed up by the ice: the shore was strewn with it, and one spar was as large as our mainmast and 45 feet in length. We erected a cairn and left a notice. In the forenoon about thirty natives came off in two baidars, from which we obtained some fish and ducks, in exchange for a little tobacco. They had been about two months on the coast and trade with the Russian Fur Company. Their surprise, of course, was very great, particularly at the size of our handkerchiefs (the sails); the whale boats attracted their attention, and they asked if trees grew in our country sufficiently large to make them. The head man possessed a gun with "Barnet 1840" upon the lock; this he obtained from the Russians. As a fair specimen of the observation of these people and their aptitude for trade, the following may be taken. Seeing that we cut the tobacco into pieces to give in exchange for their fish (salmon trout), they began to do the same with the fish; this, however, we would not admit, so they were obliged to come to our terms. During the afternoon, while standing along a low flat island, observed a flag (a pair of seal skin inexpressibles) upon a lofty pole and a quantity of natives around it; we stood for them, but when the boats were pulling in they appeared to regret their temerity, for down came the seal skin and away they ran. Shortly gaining courage they

returned, and as we approached, arranged themselves in line up on the beach and commenced extending their arms above the head (typical of friendly intentions). Upon landing they evinced a most manly confidence, rubbing noses, and embracing most vigorously. These were very cleanly, so that the operation was not so unpleasant as it otherwise might have been. Through the interpreter, Mr. Miertsching, we learned that these people had never before seen a European, or had they the smallest article of European manufacture about them, (Lieutenant Pullen's boats they observed last year, but they were some distance off, and consequently had no communication). They live during the summer months upon these desolate islands, and in the winter retire a short distance on the mainland to their warmer residences. Their women and tents were upon another island; they were a fine active set of young men, average height about 5ft. 6in.; these barter their skins, &c. with a tribe further west, who in their turn do the same with others, until they reach the Russian post upon the Colville. To them I entrusted a despatch for their Lordships, which they promised most faithfully should be forwarded to the Colville. I made them a few presents, also a boat's ensign, in commemoration of the first man of war whose flag has ever floated in these sterile regions. The magnificence of the gift they could not for some time comprehend, and were loth to touch it, but at length the interpreter made them understand it was sent them by a great chief, and in return they were to be very kind to all white men they met, and show it to them. All this they promised; the chief then seized it in his arms and ran across the island to his canoe, followed by the remainder of his tribe, and no doubt hurried with the joyful tidings to the women. We find a westerly set, which prevents our making but slight progress, the wind hanging so much to the eastward.

On the morning of the 12th four baidars came alongside, containing the whole encampment of the tribe we met last night, and also some that we had seen two days previous, from which it appeared they are migratory; they brought off a supply of fish and a quantity of venison, but the latter was in such a high state of putrefaction we could not touch it; we allowed most of the men to come on board, and although well aware of their knavish propensities and consequently a sharp lookout was kept upon them, they most adroitly managed to slip both handles of our winch and a small ice anchor into their baidar, when the fair sex became the recipients; it was by the greatest accident the theft was discovered, by the end of one handle protruding from beneath the ample proportions of the lady, who when taxed, immediately returned the articles and informed upon her husband; for this immorality the whole boat was exempted from receiving any present. Working to the eastward, observed a few deer upon one of the low islands, but was prevented sending any boat as a S. E. current was setting us in to shoal water very fast, so that all the boats were required to tow until 8 P.M., when a light air ran us to the westward into six fathoms. The loose ice was in rapid motion, and the larger floe pieces as they passed appeared to create a current which frequently turned the vessel completely round against helm and sails, the power of a two-knot breeze being insufficient to counteract it. Upon the morning of the 13th we were enveloped in a dense fog, amongst exceedingly heavy and close sailing ice, through which we attempted to work; but found that, endeavouring to avoid one piece, we ran upon another, striking occasionally with great force, which determined me to secure to a floe until it cleared; in this we fortunately succeeded, getting one that was grounded in seven fathoms; it was a heavy piece, but not so much so as many that were about us. I took its height above the water in seven places, which gave an average of 11ft. 11in.; a pack chiefly composed of such would be too powerful a foe for any ship long to contend against. At 8 A.M. of the 14th, it having cleared a little, slipped from the floe and commenced working to the eastward amongst masses of ice. At 10.30 A.M., observed a shoal just in time to avoid it; it was completely hidden from view off deck, not being as high as the ice, having a quantity of driftwood upon it, which is in great abundance along the whole coast. At 3.30 P.M. our course was impeded by another of these low islands, which had the ice resting upon its northern extreme, while the southern point was flanked by a shoal, which connected it with the island seen in the morning; we were thus perfectly hemmed in, the boats were sent to sound when Mr. Court represented a passage practicable in three fathoms; in running through we unfortunately hit upon a spot with only

24 fathoms, which had escaped observation; we had consequently to lighten the vessel considerably before she got off, which however was accomplished without any damage (the bottom being sand) by 11 P.M., having been on shore five hours. I regret to add that eleven casks of salt meat, which were placed in the first whale boat, were lost by her upsetting, being compelled to place the provisions in the whalers, the cutters having the bower anchors in them; this is a serious loss, indeed an irreparable calamity. As soon as we were off, it was my wish to return by the way we came in, but found that the ice had set upon the shoal we had first observed, and cut off our retreat, under which circumstances I was obliged to anchor and wait a change of wind. Upon the 16th the wind came slightly from the westward, which set the ice in motion off the north point of the island. At 9 A.M. weighed, and towed to the edge of the ice, which presented a barrier of about 500 yards in width between us and the open water we wished to get into, we commenced warping at 2 P.M., and so heavy was the ice that it was not until 8 P.M. that we could get through: it fell calm, so made fast to the ice for the night. Next morning, the 17th, a very thick fog with light N.E. wind, and at 4 A.M. commenced kedging to the eastward, but at 7 A.M. gave it up; the wind freshened, and unable to see for fog; at two P.M. it cleared, we slipped from the ice and plied to the N.E. amidst heavy streams and large floe pieces, vessel striking violently but unavoidably against them.—18th. To-day from the mast-head observed the first lane of open water in the pack, extending east and west several miles but very narrow; in the evening a fresh breeze from S.W., and almost simultaneously a slight pitching motion was observed, which is considered an infallible symptom of open water being near; it was so foggy that nothing could be seen, but notwithstanding I shaped a course N.N.W. for Banks's Land, thinking that we had rounded the pack, having coasted it between 400 and 500 miles, we continued the greatest part of the night to run without much obstruction, but upon the following morning, the 19th, our progress was checked by finding that we had run into a deep bight, which compelled us to work back again to the S.E.—20th. Before getting clear of this pack into which we had penetrated a considerable distance, being decoyed by a few lanes of open water, we were compelled to run seventy miles south, which placed us in latitude $69^{\circ} 50'$ N. longitude $136^{\circ} 50'$ W. it is seldom that observations can be obtained, this being only the sixth set since the 5th of the month, the fog and mist being more continuous than I ever remember to have met elsewhere.—August 21st. Have succeeded in getting again into clear water; at 1 P.M. made the Pelly Islands off the mouth of the Mackenzie; the coast is, however, so excessively shoal that I find it impossible to reach the mainland which I was very anxious to accomplish, but at the distance of 40 miles from it was obliged to tack in $3\frac{1}{2}$ fathoms; we passed the line of its tide most distinctly marked about ten miles further North, the water being the colour of the Thames at Woolwich, slightly brackish, and its temperature 39° , the sea four hours previous being 28° . From what I have observed of the pack I feel convinced that any attempt to reach Banks's Land through it, would only terminate in failure and the consequent loss of valuable time; but by working between its edge and the shore have confidence in making a good advance this season, it is therefore my intention to pursue the latter method, and in so doing deviate from my original purpose of pushing into the ice, as mentioned in my letter to their Lordships dated the 19th July.—August 22d. Fog during the whole of the night very dense, but having much open water upon the eastern shore from the Mackenzie towards Cape Bathurst, had no difficulty in working along it, in soundings from four to eight fathoms, which latter was the extent that the ice permitted us off shore. At noon a slight clear discovered to us a cluster of islands, which by a very indifferent observation (latitude $69^{\circ} 34'$ N., longitude $135^{\circ} 9'$ W.) point them out as those of Pelly.—August 23d. A fine clear day, the temperature rising to 40° at noon, made the northern extreme of Richard Island from the masthead, and by a good observation established our position, latitude $69^{\circ} 54'$ N., longitude $133^{\circ} 48'$ W., the water towards the shore being perfectly clear of ice, which agrees with the account given by Sir John Richardson, that the natives observe no ice for two moons, but these never quit the land any distance, for were they to extend their excursions ten miles further north than our position they would find the pack solid and impenetrable; this, however, gives ample space for navigation, the soundings being so exceedingly regular that during the most foggy weather we can stand in shore with the most perfect confidence to $3\frac{1}{2}$ fathoms. A whale was seen to-day, being only the

third since rounding Point Barrow, although upon the day we were off that point seven were counted.—August 24th. Observed huts and natives off Point Warren. I hastily close this communication in the hopes of its reaching their Lordships this year, through Fort Good Hope, as I imagine these people communicate with the Mackenzie. I have written to the Company's officer at the above-mentioned post to request his exertions in sending it forward.

In conclusion, it gives me much pleasure to state that the whole of the crew are in excellent health and spirits; the season appears exceedingly favourable, the temperature being mild and the water perfectly free from ice along the shore as far as we can see. It was my intention to have touched at Cape Bathurst, with the chance of being able to forward this despatch, which will now not be necessary, but shall make the most of the remainder of the season by getting to the northward in pursuance of their Lordships' directions.

I have, &c.

ROBERT M'CLURE, Commander.

No. 6.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Discovery Ship "Investigator," off
Cape Bathurst, Polar Sea, Lat. 70° 23' N.,
Long. 127° 57' W., 30th August 1850.

Sir,

HAVING closed my Despatch of the 24th with an intimation that it would be left near Point Warren with the natives observed from the ship, in accordance with that intention I proceeded to the shore; why it was not so left I shall, in continuation of my narrative, relate. From the contiguity of this tribe to the Mackenzie I was naturally led to imagine that their trade was with the Hudson's Bay Company; great, therefore, was my surprise upon approaching the beach to find, instead of being greeted with the usual friendly signs, that two savages, with gesticulations the most menacing, having bended bows with arrows on their strings, and one with a large knife which he brandished most significantly, waved us off. Taking no heed of these hostile demonstrations we pulled in; they retreated, yelling furiously. Upon our reaching the full of the beach we made the same signs of friendship which we had used with the Esquimaux further west, but without any effect until joined by the interpreter, who was in full native costume; this gave them confidence, and upon his explaining our friendly intentions they approached, but when within about thirty yards, remarking some muskets which the boat's crew had, their fury revived; to pacify them they were laid upon the ground, where they became the object of a cautious examination. Still unsatisfied, they beckoned to take them to the boat; seeing that nothing short of this would allow of any communication, I sent them away, when they approached, and permitted us to examine their bows and arrows.

Mr. Miertsching informed me that we had been observed at five in the morning; the whole tribe had immediately taken to their baidars, with their most valuable skins, and left the settlement, with the exception of the chief and his son, who remained to defend their property, as it would have been undignified to have retired when danger was apprehended. A sick son and his mother, seeing our friendly disposition, soon joined us. Dr. Armstrong examined the poor lad's foot; it was in a frightful state of mortification. The Chief stated that they were at war with the neighbouring tribes, and had occasional skirmishes with the Indians, that they had no communication with any person belonging to the Great River (Mackenzie), or had they seen any white people before; but when the sea freezes (the latter end of next month) the whole tribe proceed west, and trade with the Esquimaux which we had met with near Jones' Island. The interpreter told him that he had found a brother in the Chief of one of those tribes whose name was Uttauwas. The old Chief clapped his hands, and said he knew him well, that he was the Great Chief he traded with, and their reason for going such a distance in preference to the Mackenzie was, that the white man had given the Indians very bad water, which killed many and made others foolish (drunk), and that they would not have any such water. From this it evidently appears that the Company lose annually many valuable skins, which find their way to the Colville instead of the Mackenzie.

Observing an old flat brass button suspended from the ear of the Chief, he

said it was taken from a white man that had been killed by one of his tribe, who went away in his kyack when the vessel was seen. The white man belonged to a party which had landed at Point Warren, and there built a house; nobody knew how they came, as they had no boat, but that they went inland. The man killed had strayed from the party, and that he and his son buried him upon a hill at a little distance. The only answer we could obtain as to the probable time when this transaction took place was, "that it might be last year, or when I was a child." To have examined the grave I was very anxious, but was prevented by the state of the weather becoming foggy with fresh breeze, which compelled our immediate return to the ship; so making them a few presents we parted on very amicable terms. This intelligence appeared of so important a nature with respect to the white men on the point, that I determined to remain until it became sufficiently clear to land and examine the house, which might possibly contain some indication of the missing expedition. This detained me eighteen hours, but to have left with a doubt would have been a subject of perpetual regret.

At 2 A.M. on the following morning, the 25th, we reached the point. The weather being tolerably clear, the interpreter, Dr. Armstrong, and myself went on shore in eager expectation of discovering some clue that would lead to a knowledge of the parties, but in this we were miserably disappointed; two huts, indeed, were there to excite hopes, but upon approaching them, found the wood-work to be perfectly rotten and of a very old date, without any description of mark to yield the slightest information. The general appearance of the country about the point was low and marshy, covered with grass, moss, and flowers, the breeding place of the eider duck and every species of wild fowl; we also remarked the footmarks of the fox and reindeer. So fertile a landscape I could not anticipate upon the shores of the Polar Sea. The interpreter, from his knowledge of the customs of the Esquimaux, is of opinion that the story of the white man is traditional. Probably some of the early discoverers had been engaged in some affray with the ancestors of the present chief, and one of them had been killed; the present generation inherit the honour, and so identify themselves with their forefathers, speaking of the transaction in the first person as if they themselves were the actors, which is very likely from the vague definition of the time, "It might be last year or when I was a child;" so the history of the white man will still continue a mystery. We also heard that last year two boats came from the westward, and landed at Point Warren, and then returned. I cannot imagine what boats these could be, unless they were those of Lieutenant Pullen, who, in thick weather, might have missed the Mackenzie, and by sights obtained at the point discover his error. They had not seen any this year.—August 26th. N.E. winds and snow, occasionally clearing, so that the land could be discerned, which presented the same low line, with a few conical hills at a short distance inland. We saw a few old tents, but not a native. Two whales passed close to the vessel, one very large, although only in six fathoms water.

August 27th. Light northerly winds and thick fog. It was my intention to have sent a boat along shore that she might have examined it thoroughly, as the water to the eastward of Cape Brown permits us standing within two miles of the coast, and to have taken her on board in the evening, but under the circumstance of thick weather I could not venture to do so, fearful of being detained by missing her.—August 28th. Light winds from N.E., with a mild cloudy day. At noon Cape Dalhousie S.W. twelve miles. Several masses of drift ice, some of the pieces very heavy, which, however, is not any obstruction to our progress, as the space of open water is ample for sailing. We have found during the last four days a current varying from eleven to sixteen miles daily setting to the southward. We have had no opportunity of shooting, the greatest part of the birds had taken their southern flight before our arrival; the few flocks that we have seen were very shy and unapproachable.

29th August. Very dense fog with light wind from N.E., which cleared at noon sufficiently to obtain a meridian altitude, and found that we had been set since yesterday south twelve miles, Cape Dalhousie distant S.W. (true) three miles. The fog enveloped us again while standing off shore, when we ran into a narrow channel, having about three and a half fathoms, on either side compelled us to bear up west. This carried us into deep water in about fifteen minutes. In the course of the afternoon we fell in with very heavy drift ice, composed of large floe pieces, occasionally becoming entangled in consequence of the thick fog, although there was much open water amongst it.

30th August. Wind from the northward with clear weather. Observing a mark on the beach upon the island off Maitland Point in Liverpool Bay, sent Mr. Sainsbury, mate, to examine it, and to leave a notice of our passing. Upon his return he reported that an Esquimaux encampment had recently broken up, the traces of their tents and footmarks being quite distinct. We observed from the ship several reindeer, which were not seen by the party on shore. In standing along the coast, observing natives, I ran in to forward this despatch, trusting it may reach the Hudson's Bay Company this year, which is probable, if they are not as great a set of savages as we met near Point Warren. I hope to round Cape Bathurst to-morrow; this will therefore be the last communication which it will, in all probability, be in my power to make to their Lordships. The temperature has hitherto been exceedingly mild, thermometer very seldom being below 32°, and from the present favourable appearance both of the weather and state of the ice, I have very strong hopes of getting well to the northward ere the navigation ceases, which will be about the latter end of next month, according to Esquimaux report.

I have, &c.

ROBERT M'CLURE, Commander.

No. 7.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY, London

Her Majesty's Discovery Ship "Investigator," off Cape Bathurst, Polar Sea, latitude 70° 28' N., longitude 128° 33' W.

Sir,

(30th August 1850.)

IN accordance with the intention expressed at the conclusion of my last letter, I proceeded in the first whale boat accompanied by Dr. Armstrong and Mr. Miertsching, followed by Lieutenant Cresswell and a party of officers in a cutter, bringing a variety of presents; we were met, upon landing, by two females who greeted us very cordially, and through the medium of the interpreter, acquainted me that the remainder of the tribe were at Cape Bathurst catching whales, which was at no great distance, and they would be our guides. Gladly availing ourselves of this apparently fortunate incident, the boats were directed to pull along shore, while we, ascending the cliffs, reached a fine level plain extending several miles north and south, rich with verdure and abounding in moss: preferred walking, hoping to meet some reindeer, for which the pasture was excellent; but mile after mile was walked without any appearance of the fishing party; arriving, after the expiration of three hours, in a small bay, we were, however, gratified at being told this was the spot where two boats, the year before last, had pitched their tents for the night, (Sir J. Richardson,) and we had to go a very little further; on reaching the next bay, we found there two tents, which our guides said belong to them, but the cape or any appearance of the tribe could not be seen; we declined going any further, as in consequence of the wind falling light, the vessel was by this time hull down; we were then kindly invited to become partakers of their tents, and go on the next morning, which hospitable offer was not accepted; but bartering several articles in exchange for salmon, and making them a few presents, we returned on board, when at 10.30 P.M., it becoming dark and foggy, and getting into 3½ fathoms, we anchored for the night.

August 31st, at daylight, found that we were between the mainland and Bailey's Islands; about a mile from the latter, the weather still foggy with a moderate N.W. breeze; but determined if possible to discover the fishing party; at 7.30 A.M. I left the ship with Mr. Miertsching and Dr. Armstrong in the cutter, and after coasting about ten miles, discovered upon the extremity of Cape Bathurst, a large encampment consisting of thirty tents and nine winter houses, numbering a little over three hundred people. Upon landing upon a very low isthmus, which connects within a few yards the islands and mainland, we remarked a commotion at the village, and a number of men rushed down the cliffs, launched their kayaks and crossed to meet us; hauling these light and elegant skiffs on the beach, they advanced with knives drawn and bows bent, evidently prepared for hostilities; finding by our gestures that our intentions were amicable, their bows were returned to their sealskin cases, but the knives they still retained. The interpreter told them that our visit was friendly, and that they should put away their knives, "Yes," said they, "when you do your

guns." To be allowed to carry the musket appeared a great favour, for which they presented you with their knife as a token of friendship. We remained upwards of an hour; during the greater part of the time Mr. Miertsching was in earnest conversation with the chief, a fine intelligent middle-aged man, upon the necessity of his forwarding our despatches to the "Mackenzie," which he promised most faithfully to perform, for which he was to receive a musket and ammunition; and upon his delivering the packet, a further reward, equal in value to a silver fox skin; he, however, said that their tribe do not trade with the "Mackenzie," but with another further south, who, in their turn traffic with the Indians who are in the service of the Hudson's Bay Company; so as they have to pass through three tribes of the heathen before they come into the hands of civilized man, I think it extremely probable that they may never reach their destination; Mr. Miertsching, from his knowledge of the Esquimaux character, thinks otherwise, and imagines that the chief will himself carry them. The perfect ease which this gentleman understands and converses with these interesting people surprises them very much; they were most anxious for him to remain, promising to be very kind. The chief presented his daughter, a very pretty girl of about fifteen, which should be his wife,—tents, and all appurtenances were to be added. While these negotiations were going forward, upwards of a hundred persons had descended from the village; with such a concourse, I did not think it prudent to open the bag containing the presents, well knowing their cupidity is easily excited by the display of such valuables, when they are not to be relied on. We consequently returned to the boat; when the chief was instructed in the use of his gun; he showed himself an apt pupil, and when the ammunition was given into his hands, expressed himself very much gratified at the gift, and walked towards the village with his chief men. A line was then made on the beach, which the recipients of gifts were not to pass, (and this they perfectly understood); the interpreter then commenced the distribution; for a little time order was maintained, but the fair sex becoming clamorous and closing round, the line was broken, and to prevent being driven into the water, we were compelled to retreat to the boat which was lying aground about twenty yards from the beach. By this manœuvre we escaped from all that had not on water-tight boots; but still about forty surrounded the cutter, and although all the crew were stationed round her to prevent their getting on board, so eager and persevering were the women, that several were lifted in, endeavouring to seize everything within their reach; one of them, in the most dexterous manner, slipped the compass out of its box into the breast of her jacket, and with difficulty it was recovered; it was only by great firmness and stoppage of the supplies that we reduced them to order, or to quit the boat. The presents being at length distributed and every one in good humour, we wished them farewell, and commenced launching the boat, in which operation they most vigorously assisted, and seventeen in their fairy kyacks escorted us to the ship, arriving about a quarter of an hour before we did, except one, who having got some little distance off the shore, encountered a fresh breeze and rough sea: we shortened sail and took boat and all in,—the poor fellow being drenched, we offered him a little brandy, which he drank at a mouthful, not being aware of its strength; he suffered the sensation to subside without evincing (except by his eyes watering) any symptom of vexation, and then asked for water. Many came on board the ship, but only one ventured below, who was exceedingly surprised to find that we had not tents but houses, (cabins), and said he should have many wonderful things to relate when he went home. This tribe is a fine intelligent race, cleanly, handsome, and well grown; and I deeply regret that so little has been hitherto attempted in civilizing them, and sincerely hope that the day is not far distant when this interesting people may be redeemed from their deplorable state of heathen darkness. Surely the Hudson's Bay Company would find it to their advantage, even in a commercial point of view, to civilize these people, and supply them with traps and guns, &c., instead of allowing them to kill game with their present inefficient weapons; thousands of skins would thereby annually be added to what they now receive. But, feeling that higher motives will impel that Company to seek tribes inhabiting this bleak frontier of their territories, and, by the aid of intelligent and energetic missionaries, endeavour to lead them from their present hopeless state to the blessings of Christianity, has induced me to give publicity to a fact which, I am confident, requires only to be known to the many philanthropic gentlemen connected with that Company to ensure it being speedily redressed.

At 5.40 P.M. we weighed with a moderate breeze from the S.W. and reached to the S.E. for the purpose of clearing the Baillie Islands; at nine, tacked and stood to the N.W. The wind becoming light and variable during the night we made but little progress, and at 8 A.M. on the morning of September 1st observed Cape Bathurst N.E.E. six miles. In the course of the forenoon many kyacks came off; the natives, now assured of our friendly intentions, came on board without the slightest reluctance, and through the medium of the interpreter acquainted us that during the night they had been preparing a feast, roasting whale and venison, and had salmon, blubber, and other delicacies, besides plenty of skins ready at the tents, and hoped we would come on shore, which, indeed I should very much have enjoyed had the vessel been in a less precarious position: but under the present circumstances it was impossible, which it appeared that those on shore understood, for in the afternoon a great many of both sexes joined us, and all being clamorous to get on board, we were obliged to take their kyacks on deck. Seeing their boats were in safety, they made themselves perfectly at home, examining every article of furniture most minutely. The pictures and looking glasses in the officer's cabins were objects of much admiration. Many were dancing with our men, and so mutually happy were all parties, that it was near six o'clock before I could get them to leave the ship; indeed, had not the interpreter told them that we were going towards the pack, and would not again come near their tents, I very much question if we should have got them away without compulsion. We understand from them that the main pack is permanent, never leaving the shore above twelve or fourteen miles. They designate it as "The Land of the White Bear," as it abounds with these animals, which they appeared rather to dread, as when we stood towards the pack in the forenoon, they entreated not to be left there as they were fearful of the bear now that so many of their women were with them. One mother mentioned that she had her little child carried away by one of them a short time previous while playing on the shore a little distance from her: the poor creature shed tears in relating the catastrophe. At parting, several presents were bestowed upon them, which had the effect of eliciting promises of friendship for us or any of our white brethren who might come on their coast. These people had no article of European manufacture, except a few iron pots, which certainly they gave a very formidable price for, no less than five of the best silver fox skins for each. The tribe leave the cape about the 20th September when the ice is sufficiently strong to bear their sledges, for the purpose of bartering with the bordering tribe. They then go to their winter houses some distance inland, with the exception of a few families who live the entire year upon this bleak and inhospitable shore.—September 2d, fine day with light northerly wind, ran along the pack edge, the ice being heavy and impenetrable, not a drop of water to be seen from the masthead amongst it; the water between it and the shore is practicable, although encumbered with much loose ice; experienced a strong current from the S.E. which set us to the westward of the Baillie Islands. Upon the morning of the 3d, the wind gradually veered to the southward, bringing with it a very dense fog, and being at the time surrounded with heavy floe pieces and close sailing ice, through which it was necessary to pursue our course, so that every advantage might be taken of the favourable breeze: the vessel occasionally came in violent collision. At noon it cleared a little, when Trail Point bore S.S.W. about seven miles, sounded in 65 fathoms (mud) the nights having a few hours darkness. Blue lights and rockets are fired for the purpose of attracting the attention of any parties that might be returning from Wollaston or Victoria Lands, bound to the Mackenzie.—September 4th, light variable winds with warm weather, the temperature rising to 41°; the water along shore free from ice; about four miles to the westward of the Horton, sounded in 83 fathoms, and shortly after passed over a narrow shoal having but 13 fathoms; a few pieces of heavy ice were grounded upon it. The land appears to average from 80 to 100 feet in height, composed of blue clay intermingled with sand. Many whales have been about the ships, at one time eight, and from one to four the greater part of the day. A bear, the first that has been seen, was likewise remarked upon some loose ice in shore, but time would not allow of its being pursued.—September 5th, the weather which had been squally accompanied by a thick fog during the early part of the day, cleared towards noon, when a large volume of smoke was observed about twelve miles S.W. and five to the eastward of the

Horton, in the same spot that it had attracted our attention yesterday. As divers opinions were in circulation respecting its probable cause, and the ice-mate having positively reported that from the crow's nest he could distinguish several persons moving about dressed in white shirts, and observed some white tents in a hollow of the cliff, I certainly had every reason to imagine they were a party of Europeans in distress, convinced that no travellers would remain for so long a period as we had remarked the smoke, in one spot, for their pleasure; therefore, to satisfy myself equally as others, I determined to send a boat on shore, as it was now calm. The first whale boat, under Lieutenant Cresswell, with Dr. Armstrong and Mr. Miertsching, were despatched to examine into the cause, who on their return reported the smoke to emanate from fifteen small mounds of volcanic appearance, occupying a space of about fifty yards, the place strongly impregnated with sulphur, the lower mounds being about thirty feet above the sea level, the highest about fifty feet; the land in its vicinity was blue clay, much intersected with ravines and deep water courses, varying in elevation from 300 to 500 feet: the mark of a reindeer was traced to a small pond of water immediately above the mounds. A notice of our having landed was left, which could not long remain, as the cliff is evidently rapidly crumbling away. Thus the mystery of the white shirts and tents was most satisfactorily explained. A breeze shortly springing up from the westward, we made sail to the N.E. During the night it freshened considerably, with rain and thick weather; this, combined with four hours darkness, compelled me to shorten sail, although loath to lose the full benefit of the fair wind; but we struck so heavily against large blue floe pieces that were barely above the water, that the greatest vigilance and attention was insufficient to avoid them, so no alternative remained to prevent disaster. A great many seals and whales were seen in Franklin Bay; no less than fifteen of the latter were playing around us at one time, but very small, or, according to Greenland fishing phraseology, "having only three-foot bone," so Mr. Newton, the ice mate, informs me. At 4 A.M. upon the morning of the 6th, we were off the small islands near Cape Parry, bearing N.E. by N. ten miles, with a fine westerly breeze and loose sailing ice, interspersed with many heavy floe pieces; the main pack was about three miles to the N.W. apparently one solid mass. At 11.30 A.M., high land was observed on the port bow, bearing N.E. by N., distant about fifty miles. On approaching it the main pack appeared to be resting upon the western shore, which side it was my intention to have coasted, had it been possible; the eastern one being, however, comparatively clear, as far as could be ascertained from the masthead, decided me to follow the water, supposing it an island round which a passage would be found into the Polar sea. We continued working to windward the whole of the night, and by 9.30 A.M. of the 7th were off the South Cape, a fine bold headland, the cliffs rising perpendicularly upwards of 1,000 feet, which was named "Lord Nelson's Head," in memory of the hero whose early career was connected with Arctic adventure. We shortly afterwards hove to, and, with the first whale-boat and cutter, landed and took possession in the name of Her Most Gracious Majesty, calling it "Baring's Island," in honour of the First Lord of the Admiralty. A pole was erected with a large painted ball upon it, near a cask which was left containing a notification and other particulars of our having been there. The sights obtained by artificial horizon place the signal-staff in latitude $71^{\circ} 6' N.$, longitude $123^{\circ} 0' W.$, and the fall of the tide was ascertained to be six inches during one hour and a half. We observed numerous recent traces of reindeer hare and wild fowl; moss, and divers species of wild flowers were also in great abundance, many specimens of them, equally as of other subjects of interest to the naturalist, were selected with much care by Dr. Armstrong. From an elevation obtained of about five hundred feet we had a fine view towards the interior, which was well clothed with moss, giving a verdant appearance to the ranges of hills that rose gradually to between 2,000 and 3,000 feet, intersected with ravines, which must convey a copious supply of water to a large lake situated in the centre of a wide plain about fifteen miles distant. The sight to seaward was favourable in the extreme; open water, with a very small quantity of ice, for the distance of full forty miles towards the east, insured good progress in that direction. Returning on board at 1 P.M., we made sail to the eastward, having a heating wind; continued working along shore, in soundings varying from nine to seventy-six fathoms; dark mud mixed with yellow clay, until close to the land when it changed to fine white sand. The weather becoming

foggy our lead was the only guide until 10 A.M. of the 9th; it then cleared for a short time, when land was observed to the eastward, about fifteen miles distant, extending to the northward as far as the eye could reach. The mountains in the interior are lofty and snow-covered, while the low ground is quite free; several very remarkable peaks were discernible, apparently of volcanic origin. This discovery was named Prince Albert's Land, in honour of Her Majesty's consort; latitude $72^{\circ} 1' N.$ longitude $119^{\circ} 25' W.$ Continuing our course slowly to the N.E., in consequence of thick fog, snow, and baffling winds, at 8 A.M. of the 10th we were near two rocky islets, named after Her Royal Highness the "Princess Royal," the largest being about 600 feet in height, and a mile and a half in length, the southern and eastern sides being precipitous; the other was about a quarter of a mile long and 100 feet high, gradually sloping to the water's edge, representing very much the appearance of an inverted whale-boat. The wind becoming fair and weather clearing, all the studding-sails were set with the hopes of reaching Barrow Straits, from which we were now distant about seventy miles, as the water was tolerable clear in that direction, although much ice was lying against the western land, and from a shoal extending towards it from the largest of the Princess Royal Islands, upon which we obtained thirteen fathoms water; much loose ice was also in motion, and while endeavouring to run between two floes, at the rate of four knots, they closed so rapidly, one upon either beam, that our way was instantly stopped and the vessel lifted considerably; in this position we were retained a quarter of an hour, when the pressure eased and we proceeded. Our advance was of short duration, as at 2 P.M. the wind suddenly shifted to the N.E. and began to freshen. The water, which a few hours previous had excited sanguine hopes of a good run, became soon so thickly studded with floes that by 4 P.M. there was scarcely sufficient to keep the ship free; this by much exertion was, however, effected until 2 A.M. of the 11th, when we were beset. At 5 A.M. the ice again opened, which admitted of our getting a few miles to the north-east, until 11.30 A.M., when our course was impeded by a very dense pack. At 7 P.M., the wind shifting to the N.W., set the whole body of the ice upon the eastern shore, which shoaled our water from eighty to fifty fathoms in one hour; a clear space of two miles was, however, the result of this movement, in which we continued working the whole night, and upon the morning of the 12th perceived we had lost some miles, as the pack was in motion to the southward, also the further mortification of seeing the whole of the western shore perfectly exempt from ice, while the space of water we occupied was becoming rapidly more limited by very large and heavy floes, through which we were unable to force; and at 11 A.M. were again beset. A fresh gale, with snow, which continued until the morning of the 13th, pressed the ice so heavily upon the vessel that the rudder was unhung to prevent its getting damaged; during the night the temperature fell to 10° and the land became completely snow covered. On the 15th, however, it rose to 30° with the wind from the S.W., which set the ice in motion, compelling us to shift our berth to avoid collision with an immense floe. At 2.30 A.M. commenced warping, which tedious and laborious duty continued with but slight intermission until half-past twelve, when we passed into clear water, a run of five miles to the N.E. brought us to another icy field too dense to penetrate, extending from shore to shore, which here is about twelve miles asunder; the weather towards sunset becoming thick with snow, we ran into six fathoms and secured to a piece of grounded ice under the western land, with the intention of remaining during the night, as they were then long and dark; therefore, navigating amongst close ice is quite impracticable. The wind which had been fresh from the S.W. during the day, about 7 P.M. fell light, when the ice in the N.E. no longer restrained spread itself abroad with such rapidity that at a little after eight it was observed approaching, its white line clearly defined running like an unbroken wave along the dark smooth water. To turn the hands up, make sail, and cast off the warps, was but the work of a few minutes, yet with such violence was it impelled that we had scarcely time to tow clear of the piece we had been fast to, before it encircled the vessel, sweeping her away to the S.W. into five fathoms. I expected to have been driven on the beach; fortunately, from some unseen cause, its course was changed to the S.E., which took us into twenty fathoms, thus fluctuating between hopes and fears until 11.45 P.M., when its progress was mysteriously arrested and gradually opening cut allowed of our running into

clear water. As the navigable season was now drawing to a close, which the fall in the temperature as well as the formation of pancake ice upon the surface of the water whenever the wind became light unmistakeably pointed out, it became a subject of anxious consideration what course to adopt in regard to the safety of the vessel; whether by running to the southward, in which direction the water was still open, endeavour to obtain a harbour in one of the bays, indenting the south eastern side of "Baring's" Land, the nearest probably being sixty miles distant; and then *only the chance* of finding a safe anchorage, which if our search proved a failure would place the vessel in a worse situation than at present, exposing her to a wide sea range, subject to heavy pressure from the enormous massive floes with which the Polar Sea is encumbered, from which we are here protected by the "Princess Royal" Islands—or continue our advance to the N.E. as long as the season permitted, and then submit to the only alternative, that of hazarding a winter in the pack. I decided upon the latter, for these reasons, that to relinquish the ground obtained through so much difficulty, labour, and anxiety, for only the remote chance of finding safe winter quarters, would be injudicious, thoroughly impressed as I am with the absolute importance of retaining every mile to ensure any favourable results while navigating these seas, the loss of which might frustrate the operations of a whole season. Above all, being in the vicinity of Bank's Land and in the direction which Sir John Franklin would, in all probability, have endeavoured to penetrate could he have reached Cape Walker, I considered that our position was most eligible for carrying into full effect the instructions of my Lords Commissioners of the Admiralty when the season becomes favourable for despatching parties upon this important and interesting search. These, Sir, were the considerations which influenced me in this "choice of difficulties," and they will, I trust, appear of sufficient validity to meet with the concurrence of their Lordships, hazardous as was the experiment. At 6 A.M. of the 17th the wind, which had been light from the N.W., gradually died away, when we were almost immediately beset. There were several heavy floes in the vicinity, one full six miles in length passed at the rate of two knots, crushing everything impeding its progress, and grazed our starboard bow; fortunately there was but young ice upon the opposite side, which yielded to the pressure; had it otherwise occurred, the vessel must inevitably have been cut asunder. In the afternoon, secured to a moderate sized piece, drawing eight fathoms, which appeared to offer a fair refuge, and from which we never afterwards parted; it conveyed us to our furthest N.E. position: latitude $73^{\circ} 7'$ N. longitude $117^{\circ} 10'$ W. back round the Princess Royal Islands. Passed the largest within 500 yards to latitude $72^{\circ} 42'$ N. longitude $118^{\circ} 42'$ W., returning along the coast of Prince Albert's Land, and finally freezing in at latitude $72^{\circ} 50'$ N. longitude $117^{\circ} 55'$ W. upon the 30th September, during which circumnavigation we received many severe nips, and frequently driven close to the shore, from which our deep friend kept us off. To avoid separation we had secured with two stream cables (one chain), two six and two five inch hawsers. As our exposed position rendered every precaution necessary, we got upon deck a twelvemonth's provisions, with tents, warm clothing &c., and issued to each person a pair of carpet boots and blanket bag, that in the event of any emergency making it imperative to quit the vessel, we might not be so destitute. The 8th of October, our perplexities terminated with a nip that lifted the vessel a foot, and heeled her four degrees to port in consequence of a large tongue getting beneath her, in which position we quietly remained. As, however, there was a probability of being thrown upon the ice, it was requisite that a smooth surface should be made to receive the vessel, which was accomplished with much facility by blasting the hummocks along the edge of the floe for about 150 yards and twenty in breadth. This done, and every indication of the pack being now thoroughly cemented with a temperature 7 minus, we completed housing over and other arrangements for our winter quarters. As the weather upon the 10th was calm and fine and the ice quiet, at 8.30. A.M. left the ship accompanied by Lieutenant Cresswell, Dr. Armstrong, and Mr. Miertsching, with a party of seamen carrying a pole, &c., to plant upon the shores of Prince Albert's Land, to which we proceeded to take possession of in the name of Her Most Gracious Majesty. This being accomplished, we walked to the highest hill observable at the distance of five miles to an elevation of 1,500 feet, which gave an extended view in every direction. The country was very hilly, with deep ravines and large lakes. This

appears the general character of the land on both shores. The course of the water towards the N.E. we were anxious to trace, hoping to see an opening into Barrow Strait; in this we were disappointed from the many low points intervening rendering it impossible to ascertain the land from the sea, both being frozen. On our return we had the mortification to find that the land and sea ice had separated about 100 yards along the whole line of coast. We walked by its margin for some miles, hoping to meet with a loose piece of ice to ferry across, but night closing rapidly, subjected us to so many falls, owing to the inequalities of our road not being distinguishable, we were compelled to halt, and commenced firing to attract attention, but our distance from the ship was too far to render our signals of any utility. At 8.30. p.m. Mr. Court, with one of the many parties that were searching the ice in all directions, fortunately saw our flashing and made for it, but unsuspecting our dilemma was created by open water, had no boat. Immediately returning, he met with a party which had two of Halkett's; these were soon launched, only getting them through the pancake ice, which was by this time an inch thick, was attended with great difficulty; the sea ice also rapidly setting to the northward; the boats after each transit had to be carried south before being launched, so as to ensure their reaching the only spot from which the party to be relieved could embark. This operation commenced at 10.30 p.m., and by midnight we were all over, and reached the ship at 2.30 a.m.; all parties meeting with heavy falls, but receiving no accident of consequence. I cannot refrain from noticing the excellency of Halkett's boats, or speak in too high terms of the ingenuity of their inventor. These admirable little articles were inflated on board, and with the greatest facility carried upon a man's shoulders over ice, which from its excessive roughness, no other boat could, by any possibility, have been got across without being smashed. By their means a large party were relieved; who, without tents, clothing, fuel, provisions, or in any way provided to withstand the severities of a polar night, with the thermometer 8° minus, the consequences to them might have been very serious. As it was, however, the annexation of "Prince Albert's" land to the British Crown was considered to have terminated so favourably, that I directed an extra supper and allowance of grog to be issued to my energetic crew, as a reward for their eight hours rigorous exertions.

Being dissatisfied with the view obtained from Prince Albert's land, respecting the waters we were now in, as to their connexion with Barrow Strait, which would settle the question of a North-West Passage, I determined to proceed in that direction with a travelling party, although rather late in the season, as soon as I felt that the vessel might be safely quitted, which I judged would occur after the ensuing spring tides, if at that period there was no commotion amongst the ice. Accordingly, upon the 21st, everything being favourable, I started with Mr. Court (second master), and the men, as per margin; the ice for two miles from the ship was so rough, that Lieutenant Haswell and the whole of the ship's company were occupied in carrying the sledge and different articles of lading. At 8 a.m. the sledge was finally packed, when with the fatigue party in charge of Mr. Wynniatt (mate), accompanied by Dr. Armstrong (as an amateur), we set off to the N.E. At noon the fatigue party having taken us eight miles, were directed to return. Soon after quitting us, we got amongst very difficult ice; the sledge was broken, but quickly fishing it, proceeded. Unfortunately, scarcely an hour had elapsed, when crossing a floe, the inequalities of which were imperceptible, it came down with such a crash, that it broke into pieces. This was unlucky, but pitching our tent, Mr. Court and Peter Thomson (captain of the fore top) started for the ship, where they arrived at 7.30 p.m., and rejoined the next day at 2 p.m., with a fresh and larger sledge, and a fatigue party with Mr. Wynniatt to carry the damaged one back. This party, upon my return, I found did not get on board until the following day, being stopped by heavy snow drift, but having a tent and provisions did not suffer. As soon as the new comers were refreshed, the sledge was packed, and by 3 p.m. were again off, continuing our course without any further disaster, until 3.45 p.m. of the 26th, when we had the extreme gratification of pitching our tent upon the shores of Barrow Strait, (position as per margin,) nearly on the line as represented in the charts where Sir Edward Parry has very correctly marked the loom of the land. Upon the following morning, before sunrise, Mr. Court and myself ascended a small hill about 600 feet in height, so

Robt. Calder, Captain
of the Forecastle.
Robt. Tiffany, Captain
of the Main-top.
Mich. Flynn, Quarter-
Master.
Geo. Brown, A.B.
P. Thomson, Captain
of the Fore-top.
Jas. Saunders, Private
Royal Marines

Lat. $75^{\circ} 31' N.$
Long. $114^{\circ} 39' W.$
(circ.)
" $114^{\circ} 14' W.$
(lunar.)

that we could command an extensive view of forty or fifty miles; the extreme point of Prince Albert's Land bore latitude 78° E. true, about thirty-five miles, the furthest land North, N.N.E., eight miles. The Melville Island shore could not be discovered, but in that direction the ice appeared to be very heavy, and the floes exceedingly large. While we were making these observations, the crew were busily engaged erecting a cairn about fifteen feet above the water, (which had been named Prince of Wales' Strait, in honour of His Royal Highness,) in which a copper cylinder was deposited; the spot is so conspicuous, that any person passing along the shore must remark it. All being completed by ten A.M. of the 27th, we turned for the ship, arriving upon the morning of the 31st, having in nine days made, in a direct line, one hundred and fifty-six miles by observations, with a temperature between $+7^{\circ}$ and -15° . Upon the afternoon of the 30th, the weather which had been overcast suddenly brightened, showing the Princess Royal Islands, distant about twelve miles. At three P.M. I left the sledge, with the intention of getting early on board, to have everything in readiness for the comfort of the party, anticipating their arrival at nine P.M. Unfortunately the weather became again foggy about five P.M., followed soon by darkness, consequently my way was speedily lost, compelling me to wander about the floe during the night, with a temperature from 5° to 15° minus; when at seven the next morning had the mortification to find that I had passed the vessel four miles, which I reached by 8.30 A.M., and immediately despatched a party to assist Mr. Court, who was at five miles distance, having most judiciously encamped about seven miles from the ship, when the fog became too dense to travel.

I was agreeably surprised to learn from Lieutenant Haswell, that on the 29th a party, consisting of Messrs. Sainsbury, Paine, Miertsching, and Newton, while sporting upon "Prince Albert's" land, had encountered a herd of musk cattle, two bulls, a cow, a heifer, and a calf, and most adroitly shot the whole, which yielded twelve hundred and ninety-six pounds of excellent nutritious meat; a supply thus opportune and unexpected, may be regarded as a most favourable termination to our season's operations, in which we have been nearly enabled to carry out verbatim their Lordships' instructions, in reaching the ice by the 1st August, and establishing a position near Banks's Land, which service has been performed under circumstances over which we could exercise but little control, our only credit consisting in seizing the advantages that an invisible power scattered along our road, through fields of ice, where all human exertion would have been equally unavailing as the feebleness of a child to advance us one yard.

The winter, that dreary period of the voyage which I had looked forward to with much apprehension, passed mildly away, there being very little snow or wind, without our sanitary state being in the slightest degree impaired, for which happiness I assign these reasons, viz.:

- 1st. The unflagging spirits and cheerfulness of the men.
- 2nd. The excellency of every species of provisions.
- 3rd. The free ventilation of the lower deck.
- 4th. The extreme attention of Dr. Armstrong (upon our monthly inspections) to the state of the crew.

So that the month of March found us in a most healthy and efficient condition; accordingly upon the 3d we commenced our preliminary duties by taking a thirty-foot whale boat to the larger Princess Royal Islands, where it is my intention to leave three months provisions for all hands, that, at the breaking up of the ice, should the vessel unfortunately get crushed, we may have a certainty to fall back upon, which will enable us to reach the "Plover" without hazard of starvation; this duty being completed, as well as the transporting another whale boat, besides one of Halkett's to the eastern shore, distant five miles, for the facility of allowing the travelling parties going along that coast to reach the islands, should the ice break up and carry the vessel away during their absence; all arrangements being now made for the start of the searching parties, and the weather becoming very favourable for travelling, upon the 18th of April three were despatched under the officers and in the direction as per margin with six weeks' provisions each.

At 1 A.M. May 6th, Mr. Wynniatt (mate) having broken his chronometer at the distance of one hundred and twenty miles from the ship returned, but all being in good condition, they were completed to thirty days' provisions, and

Lieutenant Haswell,
South-east shore.
Lieutenant Crosswell,
North-west shore.
Mr. Wynniatt, mate,
North-east shore.

at 6 P.M., were again en route. At the same time two hunting parties, with tents, &c., left the ship, one for each side of the straits, as some deer had been seen, besides several ptarmigan, and four hares shot; this early indication of fresh provisions is a subject of deep congratulation; independent of the very healthy and exciting occupation for the crew, who are all eager for the sport.

May 20th, Lieutenant Cresswell returned in consequence of the severe frost-bites of two of his men, having reached the latitude and longitude as per margin, being absent thirty-one days. During the greater part of the time he was subject to strong N.W. winds sweeping from the Polar Sea, through Barrow Strait, which meeting him in the face rendered it exceedingly difficult to walk against, the thermometer being frequently 15° below zero. He however traced the coast line, which for about seventy miles along Banks Land was very precipitous, averaging from one thousand to fourteen hundred feet, from which it gradually sloped to a point trending to S.W., apparently the extreme of the land in that direction, as it abruptly turned to southwards. An elevation of a thousand feet, aided by an exceeding clear atmosphere, left no doubt in his mind but that the Polar Sea was before him, and that Banks's Land is a part of Baring's Island. He was anxious to have made a further advance, and encamped during two days with the hope that the invalids would recover; but finding them getting much worse he very properly deemed it advisable to return with all haste to the ship; before reaching her, however, both had to be borne upon the sledge, which threw the work upon four men. When getting into heavy snow the officer had to fall in at the drag ropes; nevertheless, the working party arrived in most excellent health and spirits. On the 21st a large bear was killed; upon examination of the stomach an extraordinary medley was discovered, consisting of raisins, tobacco, pork, and adhesive plaster, that I came to the conclusion that the "Enterprize" must be near, the animal not having been seen before near our dirt heap, nor were there any traces of him about the ship. I therefore determined to send a party to the S.W., the only direction we had no travellers, to satisfy myself upon the subject; accordingly at 6 P.M. on the 22d, Lieutenant Cresswell with his party, completed with two fresh hands, were again despatched with provisions until June 10th. Upon the 24th the above mystery was satisfactorily solved, some men in pursuit of a bear about half a mile from the ship, picked up a preserved meat tin with articles in it identical with those found in the stomach of the bear killed on the 21st; the foot prints of the animal were likewise abundant upon the snow, this evidence was perfectly conclusive as to the locality when Bruin had obtained his dainties. This being the anniversary of the birth-day of Her Most Gracious Majesty, a royal salute was fired, and the colours displayed in celebration of the event. 29th; Lieutenant Haswell and party returned all in the most perfect health, having traced the coast towards Wollaston Land, to latitude 70° 38' N., longitude 115° W., from which point, the day being remarkably clear, he observed the outline of land to the distance of full forty miles trending to the S.W.; but having advanced twenty-five days, he considered it prudent to proceed no further. Two large inlets and a deep bay were examined, beside an archipelago of small islands along the northernmost shore of the southernmost inlet, which is high, bold, and stratified; each inlet trending to the E.N.E. from 80 to 90 miles. The whole coast was strewn with driftwood, and many vestiges of Esquimaux encampments were met with, but of a very old date. Upon returning, he was much surprised to find a party consisting of eighteen natives encamped upon the ice, a few miles from the N.W. point of the northernmost inlet in quest of seals, they were very friendly and well disposed, but not understanding each other, no information could be obtained. They exchanged a few presents, and upon that day week he arrived on board, having remained out his forty-two days, thereby fulfilling his instructions to the letter. In consequence of the above, I immediately decided upon proceeding to these people for the purpose of obtaining information that might determine the question relating to "Prince Albert's," "Wollaston, and Victoria Lands," as to their forming part of the American Continent, or whether each was an island; therefore, taking Mr. Miertsching (our invaluable interpreter) and twelve days' provisions, at 6 P.M. we started, and early upon June 3d, fell in with them about ten miles to the northward of the point, where they were first met with. They conversed freely with the interpreter, giving every information we required relative to the trending of the coast as far as they knew, which was some distance along "Victoria" Land; this they did by

Lat. 47° 16. N.
Long 117° 40' W.

tracing upon a large sheet of paper which I brought for that purpose, continuing a sketch which Mr. Miertsching had made from the ship to their tents, which they immediately comprehended; and as they were very particular in placing the islands of Sutton and Liston with three smaller ones not mentioned in the chart off Wollaston Land; I am, therefore, fully persuaded of its correctness, and only regretted that they could not go further, (a tracing of which accompanies this narrative.) They described a large land opposite Wollaston, called "Nunavak Saraluk;" this of course is America, to which they had never been, as they only trade with the Esquimaux to the S.E., nor had they the slightest article of European manufacture about them. The use and sight of iron was perfectly new, all their implements being copper, their spears and arrows barbed with the same. The copper ore is remarkably fine; but not observing any when at the tents, (the specimen was given me by one of our men some time after quitting them,) unfortunately we lost the opportunity of inquiring where it was procured; but I am inclined to think that it comes from the south-east tribes in their bartering transactions, as the few and simple ornaments which they possessed were of that metal, and obtained from thence. These are a kind, simple, and purely pastoral tribe, devoid of the knavish propensities which so strongly characterise those upon the Mackenzie and Colville, where intercourse with civilized men has demoralized the savage. Upon displaying the presents brought for them, the utmost propriety was observed; although, doubtless, all were anxious to participate in those treasures, there was not that eagerness to seize which rendered our interchange with the other Esquimaux so troublesome. So far was it from these to do so, that it was with difficulty we could persuade them to accept without our receiving an equivalent; they inquiring of the interpreter, after each article that was given them, what we wanted for it. A piece of scarlet cloth, which I tied round a girl's neck remained there until we were going away, when she ran up to Mr. Miertsching to ask what she was to give in exchange, and when assured it was a gift from the chief she gracefully acknowledged it with a smile. No weapons were remarked amongst them except for the chase. Their whole demeanour bespoke peace. They live near their present locality the whole year, not going any further to the northward, or do they believe that there are any others in that direction; but to the S.E. along Victoria and Wollaston Land the coast is thickly populated. It appears very extraordinary that they do not even possess traditional legends of their ancestors having been north, where the numerous traces which we meet with upon both sides of the straits, as well as on the large Princess Royal Island, show that at one period the whole of this coast must have been densely populated. Their language, Mr. Miertsching observes, is identical with that spoken upon the Labrador Coast. At half-past nine we left this interesting people on our return to the ship, which we reached at 7 P.M. of the 5th, exceedingly gratified by the result of our pleasant excursion, our only misfortune being Cornelius Hullett, my coxswain, having both feet badly frost nipped. At 5 A.M. of the 7th, Mr. Wynniatt, mate, returned with his party, having been fifty days under the tent, from his exploration of a portion of the south-eastern shores of Barrow Straits as far as latitude $72^{\circ} 6' N.$, longitude $107^{\circ} 42' W.$ (D.R.), from whence the land was observed for about fifteen miles tending to the N.E. After rounding Point Peel, latitude $73^{\circ} 21' N.$, longitude $112^{\circ} 30' W.$, the north-west point of Prince Albert's Land, he reports it to be in all respects as to formation the same as in this vicinity for the distance of about forty miles, when upon crossing a deep inlet, the land then assumed a north-west aspect, when it became high, precipitous, and barren; no driftwood of any description was met with, but the ice lay against its base in heavy and unbroken masses. Further to the eastward a lesser one was circumambulated, having in it several small islands, with its southern shore formed of stratified cliff, having an elevation of about 800 feet. Upon the 10th, at 7.45. A.M., Lieutenant Cresswell and party, having completed their nineteen days, returned from their search towards the S.W. (to latitude $71^{\circ} 10' N.$ longitude $123^{\circ} 4' W.$), making in the aggregate fifty under the tent, during which he has coasted three sides of Baring's Island, from the north shore of which he looked upon the Polar Sea, and upon the south walked four-and-twenty miles on it; both presenting the same smooth surface, which I consider to be attributable to the long prevalence of north-easterly winds at the termination of the navigable season, setting the heavy ice which we encountered and saw resting upon the western side of the island, over to the American and Asiatic shores, which may

Lieutenant Cresswell.

cause the great difficulty in rounding Point Barrow late in the season. Unfortunately the weather became overcast, which limited his view to the northward, only allowing him to observe that the coast was high and bold. Upon this excursion he met with four partitions of the ice varying in breadth from ten to twenty feet, apparently running across the strait; but being provided with one of Halkett's valuable little boats, this obstacle, which would otherwise have caused a detour of many miles, was easily overcome; it is impossible to recommend these boats too highly upon a service of this description, where every article of weight is objectionable; their whole fitting is but twenty-five pounds; when not required they form a platform on the sledge to stow the baggage, and when in use, they are carried inflated upon the top. Thus on two occasions they have been of essential service, without the smallest inconvenience. Lieutenant Creswell erected a cairn and deposited a cylinder within it upon a low beach near Cape Lambton; he also remarked the vestiges of Esquimaux encampments upon almost every part of the coast upon which he pitched his tent for the night, many of them thickly strewn with the heads of musk oxen, which denotes no paucity of those animals upon these lands; indeed, at the present time both shores of the strait are covered with wild fowl of every description, musk oxen, deer, hares, ptarmigan and golden plover. This is certainly the most fertile part of the Polar Regions, and must be the breeding place of those animals, who find rich pasturage amongst its alluvial plains and valleys, unmolested by the Esquimaux, the traces of whose remains being overgrown with moss and rotten, have reference to a time long anterior. This party, with much spirit and zeal, performed their return journey of upwards of one hundred and sixty miles, in nine days and a half, under circumstances reflecting much credit upon them, the lateness of the season being unfavourable to so rapid an advance. All being now on board and in excellent health, with the exception of three of the travellers suffering from frost nips, our season's travelling operations may be considered to have terminated fortunately; and from the close examination which has been made over a vast extent of coast, whose direct distance by observation embraces eight hundred miles, to which a third may be added for the devious windings of the coast line, without observing the slightest vestiges of any spar, or other indication of civilized man having reached these shores, I am fully confident that the missing expedition under Sir John Franklin has never penetrated towards the Polar Sea in this direction, as some portion of the immense mass of stores, spars, or fittings with which those ships were provided, must have been picked up, when driftwood of very inconsiderable dimensions did not escape observation. (A chart showing the extent of discovery and course of each searching party accompanies this letter.)

I am also of opinion that "Prince Albert's" Land is part of the continent of America, and that Point "Peel" is its north-west extremity, and that the land from thence is continuous to Cape Walker. The peculiar formation of its shores, from the very deep inlets which run into the interior, give the appearance of straits, which in reality do not exist, as was apparently the case between Victoria and Wollaston Lands, and which is very probably the same betwixt Cape Walker and North Somerset. My opinion is strengthened by the Esquimaux upon this coast speaking the same language as those of Hudson's Straits, which Mr. Miertsching, the interpreter, thoroughly understands, and conversed fluently with them, while with those of the Colville and Cape Bathurst he found it sometimes difficult to do so; consequently, I think it very probable that the forefathers of these have crossed from Hudson's Straits and kept the coast line of Victoria and Wollaston Land, and have thus retained the purity of their language, which those upon the north coast of America have lost by constant intercourse with the Indians. I certainly should have considered it my duty to endeavour deciding this point by detaching a boat through the Dolphin and Union Straits; but I feel assured that service has been accomplished by Dr. Rae last year, as he evidently was not in this direction.

During the absence of the searching parties, the refitting of the ship was carried on under the direction of Messrs. Sainsbury (mate) and Court (second master) so that upon their return little remained but to get the boats from the eastern shore, and the tents and appurtenances which the shooting parties had upon each side of the strait on board, the weather being unfavourable, and the state of the ice becoming too precarious to allow of any person's being so far distant

from the ship. This being effected, as also the repairing and painting of a boat which is to be left with the provisions at the large "Princess Royal" Island, completed, upon the 13th we had the satisfaction of having every one on board, with the vessel thoroughly refitted, caulked, painted, and watered, and in every respect as efficient for the service we have to perform as the day that we left Plymouth, with a trifling sick list, principally from the effects of frost nips, and foot-soreness from the travelling. We now await, with no little anxiety, the disruption of these mighty masses of ice by which we are encircled, and the consequences depending upon that event, which cannot be contemplated without deep apprehension.

The first indication of open water occurred to-day (July 7th), extending some distance along the shore of "Prince Albert's" Land about a mile in width; the ice in every direction is so rapidly decaying, being much accelerated by sleet and rain, with a thermometer standing at 45° , so that by the 14th, that which for the last few days had been slightly in motion with large spaces of water intervening, suddenly and noiselessly opened around the vessel, leaving her in a pond of forty yards; but seeing no possibility of getting without its limits, we were compelled to secure to the floe which had for ten months befriended us, and with the whole of the pack gradually drifted to the southward towards the "Princess Royal" Islands, which we passed on the eastern side within half a mile. Upon the 17th, at 10 A.M., being amongst loose ice, we cast off from the floe and made sail with the hope of getting upon the western shore, where the water appeared to be making; but without shipping the rudder, in consequence of being in the vicinity of several large floes, and at 2 P.M. again secured to a floe between the "Princess Royal" and "Baring's" Islands (we passed over a shoal having nineteen fathoms).—On the 20th, at 11.30 A.M., a light air from the S.W., which slackening the ice, gave hopes of making progress to the N.E., in which direction I was anxious to get for the purpose of entering "Barrow" Strait, that according to circumstances I might be enabled to carry out my original intentions of proceeding to the northward of Melville Island, as detailed in my letter to the Secretary of the Admiralty of July 20th 1850, or should such not be practicable, return to England through the strait. The ship was cast off, and a mile gained when the wind died away and we were again beset on the morning of the 22d. Open water appearing in the N.E., the rudder was shipped in expectation of a start, which was not, however, realized until the afternoon of the 23d, when a light S.W. wind set the ice to the N.E., carrying us over a shoal, upon which there was much grounded in thirteen fathoms: the corner of the floe to which we were attached coming in contact with some of these masses gave way, throwing pieces of twelve and fourteen feet square completely out of the water. It grazed the hard bottom with a sound not unlike distant thunder, as it crashed, crumbled, and upheaved, throwing an enormous mound up in its centre, as if under the influence of volcanic agency, and then rent asunder, the part we were secured to remaining firmly grounded, while the other and lighter portion being forced onwards with accelerated speed came direct for our unprotected stern. To let go warps and anchors was but the work of a minute, and most fortunate were we in accomplishing it, as ere they could be got on board it struck the stern, forcing the ship ahead at the rate of two knots. A small space of open water, occasioned by the grounding of the floe, allowed of our advance, when by warping and towing we speedily got beyond its influence. Had our position been less favourable, nothing could have saved the vessel from momentary destruction, and at 11.30 P.M., with a breeze from the S.E., made sail through large leads of water towards the eastern side of the straits, and by the afternoon of the 24th had nearly reached Point Armstrong, upon which the ice was resting, and our course checked. There was much driftwood on the beach of large dimensions, mostly American pine, the cutter was consequently despatched for a load, and some of the pieces appeared so fresh that Mr. Ford, the carpenter, was of opinion that two years is the extreme of their quitting the forest. The wind veering to the westward during the night set large bodies of ice into the water we occupied, which was rapidly filling. To prevent being forced on shore we were obliged, at 8 A.M. of the 25th, to run into the pack, where we drifted according to the tide about a mile and a half from the beach; but during the twenty-four hours made about two miles and a half to the N.E., from which, I am of opinion, when taken with the quantity of driftwood that is thickly strewn along the beach, that on this

side of the Strait there is a slight current to the N.E., while upon the opposite one it sets to the southward, upon which there is scarcely any wind, and our progress while similarly situated was in a southern direction. We continued drifting in the pack without meeting any obstruction until 10 A.M. of August 1st, when a sudden and most unexpected motion of the ice swept us with much velocity to the N.E., towards a low point off which were several shoals awash, having many heavy pieces of grounded ice upon them, towards which we were directly setting, decreasing the soundings from twenty-four to nine fathoms and a half; destruction was apparently not far distant when most opportunely the ice eased a little, and a fresh wind coming from the land, sail was immediately made, which, assisted by warps, enabled the ship to be forced ahead about two hundred yards, that shot us clear of ice and point into sixteen and a half fathoms, in which water we rounded the shoals. The ice then again closed, and the ship became fixed until the 14th, when the fog, which since yesterday had been very dense, cleared and discovered open water about half a mile from the vessel, with the ice loose about her. At noon commenced warping, and at 3 P.M. passed into it with a light breeze from the N.E., that carried us some distance along the eastern shore. At 11 P.M. the fog was so thick that we were compelled to make fast to a floe, having, while standing in shore, stirred up the mud while in stays, shooting from no soundings at twenty-five fathoms to a quarter less three, which convinced me of the impracticability of remaining under weigh, as, had we been set on the beach, the ice which came in before a freshening north-easter out of Barrow Straits would have most effectually detained us there. Previous to quitting the floe, I was desirous of trying what effect blasting would have upon such a mass. A jar containing thirty-six pounds of powder was let down twelve feet into the water near the center, the average thickness was eleven feet, and its diameter four hundred yards; the result was most satisfactory, rending it in every direction, so that with the greatest ease we could effect a passage through any part of it.—August 15th, at 8 A.M., the fog cleared a little, which showed the base of the cliffs very close, we were in forty-two fathoms; having water to the westward, we instantly made sail in that quarter, and at 11 A.M., being unable to see in any direction again made fast, having carried away the spanker-boom in breaking through a neck of ice, which forced the vessel from the wind, causing it to jib. Our soundings increased to sixty-two fathoms, and the ice was ascertained to be setting bodily a mile and a half an hour to the W.S.W., so that upon the weather clearing, at thirty minutes A.M. of the 16th, we found the vessel had been drifted fifteen miles to the S.W.; as there was, however, water to the eastward, every exertion was made to reach it by warping, and at 3 A.M. succeeded: working alonging the eastern shore to ascertain what probability existed of being able to round the pack and thus get into Barrow Straits, from which we were not distant more than twenty-five miles; at 9 A.M. all hopes disappeared, as a clear view from the crow's nest discovered the ice to be closely packed, resting upon Point Lady Ross extending one unbroken line to the opposite side of the strait. This determined me to give up all idea of prosecuting our search in this direction, having been foiled in attempting this passage the latter end of one season, and at the commencement of another, I considered it not practicable, except under the favourable circumstance of a continuance of south-westerly winds, which would drive the ice into Barrow Straits; but I imagine there would be little difficulty in coming from the N.E., from which quarter we found the winds prevail. Our greatest advance in that direction was latitude $73^{\circ} 13' 43''$ N., longitude $115^{\circ} 32' 30''$ W.; accordingly, at 9.30 A.M. we bore up with the intention of running to the southward of Nelson's Head, and continue our search along the western side of Baring's Island, with the hope of reaching the entrance of Barrow Strait by that route; as from the report of Lieutenant Cresswell, I felt convinced that by Banks's Land there is a passage from the Polar Sea. At 4 P.M. passed the "Princess Royal's" Islands with a fine breeze; not a particle of ice to be seen in any direction, which only a month previous had presented enormous floes, and heavy grounded masses lying against their base and upon the shoal connecting them, which we considered had been there for years and likely to remain for many more; even the huge pieces which had been thrown upon the eastern shore had vanished, so that every vestige of that formidable element had passed away which for nearly eleven months had held us in its trammels.—Upon the 17th, while near Nelson's Head, with a fine breeze from the S.E., we experienced a

heavy swell from that direction, causing the vessel to pitch the hawse-holes under and send the sea as far aft as the fore hatchway. A circumstance so unusual was hailed as a favourable omen, being a convincing proof that we were in much open water, and at 11.30 p.m. rounded the Head; the land for about twenty-five miles to the westward is remarkably bold and lofty; where Cape Hamilton jutting out and rising perpendicularly one thousand feet, presents a grand termination to it in that direction, from which it gradually recedes to the N.W., where it loses this bold character, partaking more of that remarked in the Prince of Wales' Strait, being ranges of hills gradually sloping from the interior to the shore, having fine valleys and extensive plains, several small and one considerable river, the water from the latter discolouring the sea two miles from its mouth, likewise many small lakes and harbours, which, however, would be only of utility for boats, as a heavy surf was breaking across their entrances. Much driftwood strewed the beach, and the land was well covered with verdure, upon which were large flocks of geese feeding, while ducks were flying in great numbers, and have little doubt that a walk a short distance inland would have discovered herds of deer and musk oxen. Nothing that was on the coast could escape observation, or could anything be more favourable for the object we had in view, as with a fair wind and fine clear weather, we ran along it from one to two miles' distance. At 4 p.m. of the 18th, being off a very low spit of land (Point Kellett) which extended to the westward for about twelve miles in the form of a horse-shoe, having its sea side thickly studded with grounded ice, while the interior was exempt from any, I sent Mr. Court (second master,) to examine it, who reported an excellent and commodious harbour, well sheltered from N.W. to S., carrying five fathoms within ten yards of the beach, which was shingle and covered with driftwood; a set of sights were obtained, and a cask containing a notice was left there, its position latitude $71^{\circ} 58' N.$, longitude $125^{\circ} 29' W.$; from this the land turns abruptly N. by E., and a great change takes place in its general aspect, gradually becoming low and flat, so that near the beach it is scarcely discernible, resembling separate sand banks, but upon closing it, a low spit, barely above the level of the water, was remarked connecting them. The lead may be considered an infallible guide along the whole of this coast, as the soundings are regular from three to thirty fathoms at from one to four miles off shore; upon the morning of the 19th, we left this low coast and passed between two small islands lying at the entrance of what appeared a deep inlet, running E.S.E., and then turning sharp to the N.E., it had a barrier of ice extending across, which prevented any examination: wishing to keep between the northernmost of these islands and the mainland to avoid the pack which was very near it, we narrowly escaped getting on shore, as a reef extended from the latter to within half a mile of the island; fortunately the wind being light we rounded to with all the studding sails set, and let go the anchor in two and a half fathoms, having about four inches to spare under the keel, and warped into four, while Mr. Court was sent to find a channel, in which he succeeded, carrying three fathoms, through which we ran for one mile, and then continued our course in eight, having from three to five miles between the ice and land. At 8 p.m. were near two other islands, the ice resting upon the westernmost, upon which the pressure must have been excessive, as large masses were forced nearly over its summit, which was upwards of forty feet; between these and the main we ran through a channel in from nine to fifteen fathoms, when an immediate and marked change took place in the general appearance and formation of the land; it became high, precipitous, sterile, and rugged, intersected with deep ravines and water courses, having sixty-five, a quarter of a mile, and fifteen fathoms one hundred yards from the cliffs, which proved exceedingly fortunate, as the whole pack which had apparently only just broken from the shore, was within half a mile, and in many places so close to it that to avoid getting beset we had nearly to touch the land; indeed upon several occasions the boats were compelled to be topped up, and poles used to keep the vessel from off the grounded ice, which extends all along this coast; nor could we round to, fearful of carrying the jib-boom away against its cliffs, which here ran nearly east and west, (the Cape forming its western extreme I have called "Prince Alfred," in honour of His Royal Highness) there were two apparently good harbours, about twenty miles to the eastward of the cape, the westernmost had a breakwater, half a mile in length, twenty feet high, facing the north, with entrances on its east and west sides about sixty yards in breadth:

the other was circular, about three quarters of a mile in diameter, with its entrance on the west side. Our critical position would not admit of any detention, otherwise they would have been sounded; being very anxious to find a secure retreat, in the event of having to winter on this coast. The weather, which had been fine, with a south-east wind, veered to the W.S.W., bringing fog and rain, so that on the morning of the 20th, our further progress was impeded, by finding the ice resting upon a point which formed a slight indentation of the shore, and was the only place where water could be seen. To prevent being carried away with the pack which was filling up its space, we secured to the inshore side of a small, but heavy piece of ice, grounded in twelve fathoms, seventy-four yards from the beach; the only protection against the tremendous polar ice, (setting a knot per hour to the eastward, before a fresh westerly wind,) which at 9 P.M. placed us in a very critical position, by a large floe striking the piece we were fast to, and causing it to oscillate so considerably, that a tongue, which happened to be under our bottom, lifted the vessel six feet; but, by great attention to the anchors and warps, we succeeded in holding on during the conflict, which was continued several minutes, terminating by the floe being rent in pieces, and our being driven nearer the beach.—From this until the 29th, we lay perfectly secure; but at 8 A.M. of that day, the ice began suddenly to move, when a large floe that must have caught the piece to which we were attached under one of its overhanging ledges, raised it perpendicular thirty feet, presenting to all on board a most frightful aspect. As it ascended above the fore yard, much apprehension was felt that it might be thrown completely over, when the ship must have been crushed beneath it. This suspense was but for a few minutes, as the floe rent, carrying away with it a large piece from the foundation of our asylum, when it gave several fearful rolls and resumed its former position; but no longer capable of resisting the pressure, it was hurried onward with the drifting mass. Our proximity to the shore, compelled, as our only hopes of safety, the absolute necessity of holding to it, we consequently secured with a chain stream and hemp cable, three six and two five inch hawsers, three of which were passed round it. In this state we were forced along, sinking large pieces beneath the bottom, and sustaining a heavy strain against the stern and rudder; the latter was much damaged, but to unship it at present was impossible. At 1 P.M. this pressure eased, from the ice becoming stationary, when it was unhung, and laid upon a large floe piece, where, by 8 P.M., owing to the activity of Mr. Ford, the carpenter, who is always ready to meet any emergency, it was repaired just as the ice began again to be in motion; but as the tackles were hooked, it was run up to the davits without further damage. We were now setting fast upon another large piece of a broken floe, grounded in nine fathoms upon the debris, formed at the mouth of a large river. Feeling confident that should we be caught between this and what we were fast to, the ship must inevitably go to pieces, and yet being aware that to cast off would certainly send us on the beach, from which we were never distant eighty yards, upon which the smaller ice was hurled as it came in contact with these grounded masses, I sent John Kerr, (gunner's mate,) under very difficult circumstances, to endeavour to reach it, and effect its destruction by blasting. He could not, however, find a sufficient space of water to sink the charge, but remarking a large cavity upon the sea face of the floe, he fired it there, which so far succeeded that it slightly fractured it in three places, which at the moment was scarcely observable from the heavy pressure it was sustaining. By this time the vessel was within a few feet of it, every one was on deck in anxious suspense, awaiting what was apparently the crisis of our fate. Most fortunately the sternpost took it so fairly that the pressure was fore and aft, bringing the whole strength of the ship to bear a heavy grind which shook every mast and caused beams and decks to complain, as she trembled to the violence of the shock, plainly indicated that the struggle would be but of short duration. At this moment the stream cable was carried away, and several anchors drew; thinking that we had now sufficiently risked the vessel, orders were given to let go all the warps, and with that order I had made up my mind that in a few minutes she would be on the beach, but as it was sloping conceived she might still prove an asylum for the winter and possibly be again got afloat, whilst, should she be crushed between these large grounded pieces she must inevitably go down in ten fathoms, which would be certain destruction to all; but before the orders could be obeyed a merciful providence interposed, causing the ice,

which had been previously weakened to separate into three pieces, and it floated onward with the mass, our stern still tightly jammed against but now protected by it; the vessel which had been thrown over fifteen degrees and risen bodily one foot eight inches, now righted and settled in the water, the only damage sustained were several sheets of copper ripped off and rolled up like a sheet of paper, but not a fastening had given way, or does any leakage indicate the slightest defect. By midnight the ice was stationary and everything quiet; which continued until the 10th September; indeed from the temperature having fallen to 18° with all appearance of the setting in of the winter, I considered our further progress stopped until next year. The crew were employed collecting ballast (of which they obtained fifty-five tons) and other arrangements making for such an event; shooting and other parties made daily excursions inland, in which rambles an exceedingly old Esquimaux encampment was met with, and a most interesting discovery of a range of hills composed of one entire mass of wood in every stage, from a petrification to a log fit for firewood; many large trees were amongst it, but in endeavouring to exhume them they were found too much decayed to stand removal, the largest piece that we have been able to bring away being three feet ten inches in girth and seven in length. These were found by Messrs. Sainsbury and Piers at an elevation of three hundred feet above the beach (in latitude $74^{\circ} 27' N.$, longitude $122^{\circ} 32' 15'' W.$) which is strewn with chips and small bits of wood, as are the water courses and ravines as far as any person has walked inland, evidently washed down by the thaw from these ligneous hills. The country has fine valleys well covered with verdure and at some period of the year must be frequented by large herds of animals, as the heads of musk oxen and the well picked carcasses of deer are everywhere met with; many quite fresh; two large wolves were disturbed in the act of finishing a fawn which they had just killed, but only two musk oxen were seen, besides a few hares and ptarmigan, shot by our parties. To-day the temperature from a change of wind to the southward rose to 39° , accompanied by rain which had the effect of loosening the ice, that the main pack separated from the shore about half a mile from the ship, opening a lane of water about sixteen miles to the eastward, varying in breadth from fifty to two hundred yards, which however did not promise any release to the vessel until, 11.50 P.M., (while the officer of the watch and quarter master were examining the tide pole fixed on the beach, through a hole cut in the ice, about forty yards from the shore, which puzzled them both, to find that they could not keep the gauge erect, as it slipped from their hands while endeavouring to do so,) it noiselessly opened and drifted towards the pack, which it was impossible to avoid, and were carried to the N.E. a knot per hour at the distance of half a mile from the shore, in soundings from 107 to 134 fathoms. All methods by warps and saws to extricate the vessel from her perilous position proving abortive, having masses of ice firmly frozen to her bottom, recourse was had to gunpowder, which fortunately effected her release by the expenditure of 150 pounds, in charges from three to twenty-six pounds, according to the distance from the vessel, which by any other means could not have been achieved, and saved us from being set against the thick grounded ice which was resting upon Point Colquhoun (certain destruction), into which we should have been hurried by five minutes' longer detention, having barely time to make sail and shoot the vessel, without rudder, clear of the piece we had been so long frozen to, into the water, cutting the hawsers, which canted us just as it entered the solid mass, upon the weather edge of which we twice grazed as we worked into the land—when at 7 P.M. of the 11th we again secured to a large grounded floe seventy yards from it in ten fathoms. At 10 P.M. our position was hazarded by a portion of the main pack, which had extended itself over the open water, coming in violent collision with the corner of our floe, turning it partially round, while the smaller ice pressed with so much strain upon the ship that the anchors began to draw and hawsers carry away; the stream chain luckily held until the pressure ceased by the pack giving way, and our being pushed a few fathoms nearer the shore.—At 2.50 A.M. of the 13th a lane of water opened about sixty yards from the vessel, and towards noon a rise in the temperature to 43° , with heavy rain, created hopes of liberation—an object of the utmost importance not only with respect to the views with which the expedition was fitted out, but for the safety of the ship, at present in a most exposed position, being upon the eastern side of a large bay, open to the whole pressure of the polar pack, and surrounded with

masses of ice sixteen and eighteen feet thick, while the grounded floes are from forty to sixty-seven in depth. To remove these impediments, or at all events endeavour the formation of a dock, blasting was had recourse to, with charges from sixteen to sixty-five pounds; these made little impression except near the explosion, therefore a six and twenty gallon rum cask, containing 255 pounds was now sunk five fathoms. Amongst these large masses at thirty yards from the vessel its effect was most conclusive, shivering them to atoms, rending that to which we were attached, and was sixty-seven feet thick on the outer and thirty-five on its inshore edge asunder, without the concussion being very much felt on board. All hands were employed in floating the loose ice into the water, having vainly attempted to force the ship through aided by a strong wind and a nine-inch hawser brought to the patent capstan. Such resistance from merely this sludge is incredible, which work was continued until the afternoon of the 14th, when all was drifted away, leaving a snug harbour forty yards in width, flanked by heavy grounded floes, forming an excellent protection. The rudder was now hung in anticipation of a start upon the following morning; but at 11 p.m. the wind freshened from the W.N.W., bringing the whole pack down upon this coast, filling our little harbour with loose and small ice, its entrance being too narrow to admit the large pieces; an enormous floe, however, carried away one of our flanks, but without disturbing the vessel in the slightest.—At daylight on the morning of the 15th, these expectations were sadly blighted, it blowing hard from W.N.W., with sleet and snow; nor was a drop of water to be observed in any direction, and the ice apparently as firmly fixed as in the depth of winter, the rudder was was again unhung, which, with the thermometer at 14°, scarcely afforded any probability of its being re-shipped this season. In the course of the forenoon, Messrs. Court (second master) and Newton (ice mate) were sent to examine the coast and state of the ice to the eastward of Point Colquhoun, distant about four miles; their report was such as to confirm the opinion previously entertained, with this consolation, that the position which we occupied was better than they had seen, as the ice to the eastward was much larger and more numerous than that we were encompassed by. The soil on this coast is composed of gravel and limestone, and in the vallies near the beach the quantity and richness of the moss is quite surprising: but on reaching the first range of hills, about a mile distant, a more sterile landscape never met the eye; the whole country appears nothing but one mass of limestone, without the slightest vegetation. The traces of animals, so numerous fifteen miles further west, are nowhere in this barren ground to be met with.—On the 17th, the westerly wind ceased, and was succeeded by one from the eastward, with a rise of temperature from 11° to 21°, which by daylight of the 19th had increased to 32°, with water extending along the coast three miles in width. We immediately cast off, and at 7 A.M. rounded the point, from whence the land falls back E.S.E. Our progress was slow from many causes; the copper being torn, and projecting from four to twelve inches from the bottom, light winds, and an ice-encumbered sea; so that at 3 P.M. our further advance was arrested by the pack touching the land, and extending with unbroken line to the northward as far as the eye could reach. Our day's work did not exceed fifteen miles, when we were compelled to make fast to the land ice, which along the whole of this coast is of the most massive and terrific dimensions I have ever witnessed. There was little selection of berth on a coast line nearly straight, but a slight indentation, protected east and west by two large pieces of a broken floe, thirty feet above the water, gave hopes of some shelter, when, at 6 P.M., the water and loose ice, which was before perfectly still, suddenly rushed forward at the rate of two knots an hour, and striking against the vessel, forced her from her anchors with such violence that she was driven astern upon a hard point of the floe, which rose her twelve inches, but fortunately held until the rush was over, which swept away our eastern bulwark, but did no other damage. We then warped to the western side of the floe, where a small space was blasted for the bow, in which we quietly remained during the night.—At daylight of the 20th, finding the ice loose and drifting, though a perfect calm, a mile and a half an hour to the eastward, cast off, and, laying hold of a large floe piece, was dragged along close by the grounded ice, which with some difficulty was avoided by shifting round the floe as it canted towards it. At noon, having a light air from the westward, made sail, but soon had reason to regret it, as it shortly failed; and, the ice filling the land

water, it gradually forced the vessel into the pack, which hitherto we have been so anxious and careful to avoid. As the only hope of navigating this sea consists in keeping close to the shore, it now became evident that every exertion must be made by warping to regain the land, which, under the circumstances of the ice being in motion, with much that was small and loose filling up the intervals between the larger pieces, which allowed a secure footing for the men, was difficult, laborious, and anxious in the extreme, as, with every precaution they frequently fell in. After seven hours' incessant work, we succeeded, as the night closed, in reaching a huge and solid floe that had just been upturned: three of its sides, being twenty-five feet perpendicular, grounded in twenty-nine fathoms on the outer edge, and having ten and a half upon the inner one, around which was scattered much debris, part of its original self, that had crumbled from the pressure against a cliff, up which it had been forced full seventy feet, and where a large mass was still remaining, about a mile to the westward of a cape (Austin) four hundred feet in height,—which is stratified and of the same description as Nelson's Head,—where we secured for the night.—At daylight of the 21st, a thick fog with hail permitted a very circumscribed view, but as the ice appeared loose in the direction of the Cape, at 5 A.M. started, and grazing round it within fifteen yards, found ourselves in a large bay entirely covered with ice, formed by another cape three miles S.E., compelling us at 6.30 A.M. to make fast immediately beneath the cliff, whose summit nearly plumbing the hatchways rendered our position very unsafe, many fragments appearing so loose from the action of frost and water that a slight concussion would have brought them down. At 11 A.M. the ice eased a little from the land, when we again endeavoured to force towards the S.E., aided by a westerly wind and warping, but in the afternoon the fog became so dense with an easterly breeze that we made fast to the land floe, in which a small dock was formed with the assistance of a little powder, about a mile from our forenoon's position, remaining until the morning of the 22nd., when a little progress was made towards the S.E., our operations by warping being brought to a termination at 1 P.M., having reached the Cape (Crozier) upon the south eastern side of which the ice was resting: therefore securing to a ridge twenty feet in height lying at its base, I proceeded with Mr. Court to its summit for the purpose of examining the coast line towards the S.E.: a deep bay extending thirty miles in that direction, filled with ice, which was commencing to move bodily to the westward, and of a much less formidable a character to that we had been subjected to, while what was lying along the shore was small and widely detached, well repaid the toil of ascent. Indeed since rounding Cape Austin it has lost much of its terrible aspect, which led to the inference that we were fairly in Barrow Straits, and that the main polar pack takes a direct line from the last mentioned cape to the E.N.E., and that which fills these bays and is carried down Barrow Straits, is the comparatively small ice which drifts from its southern edge, as we have invariably remarked that there is a decidedly eastern current, which impels the enormous polar floes on that course, while the lighter, influenced by wind, is oftentimes setting in an opposite direction. This Cape (Crozier) is two hundred and fifty feet perpendicular, presenting amongst its debris many interesting geological specimens. It is composed of lime and sandstone, having fossiliferous shells imbedded; also pieces of coal and petrifications of wood, identical with what has been met with upon other parts of this large island, and upon the "Princess Royal" Isles.—At 3.30 A.M. of the 23d, although not daylight, open water was ascertained to be at hand from the dark appearance of the horizon to seaward; the vessel was cast off, and standing in that direction found we had not been deceived. The wind during the forenoon coming from the westward enabled our running close along the shore, on which still rested a line of thin ice, rendering the entrance of what appeared three good harbours inaccessible. The land was much less rugged, having small hills gradually sloping to the beach, and large valleys, well calculated for the pasture lands of animals; but no particle of driftwood could be observed, which article has not been seen, excepting the small chips near the ligneous hills, since rounding point "Kellet" on the western shore.—At 5.30 P.M. our course was nearly obstructed, from the ice resting upon a point about two miles distant; the studding sails were taken in, but almost immediately re-set as it gradually opened, allowing just sufficient space for our passage by topping up the lower booms, the shore shortly treading more to the

southward, increased our water, but snow and thick weather, with night coming on, rendered the land, not two hundred yards distant, barely discernible. Most anxious, however, at the close of the season, to embrace every opportunity of getting to some place of security, our course was continued with easy canvas, when under other circumstances we should have most assuredly secured for the night, and at 7.30 P.M., with the lead going, went from 15 fathoms upon a mud bank, having only six feet under the bow, and at the distance of ten feet from the stern only eighteen inches, while the stern was in five fathoms; the stream anchor and cable were laid out, which service was well performed by Messrs. Wynniatt, Sainsbury, and Court, it requiring four boats in consequence of the freshening N.W. gale, and pieces of loose ice with snow, which, caking as it reached the water, formed so thick a coating over its service, and offering such resistance, that it was scarcely possible to pull through,—which, with clearing the forehold and warrant officer's storerooms, and bringing all the weight abaft the mizen mast, at 10 P.M. we were enabled to heave off, and brought up with both bowers in six fathoms and a half. The remainder of the night was occupied in re-stowing the holds, weighing the stream anchor, &c., so that at daylight of the 24th we were in perfect readiness to move. On a view of our position, we found that we were on the N.W. side of the large bay, whose eastern limit bore N.E. eight miles, which we subsequently found formed the western point of Banks's Land, and running to the S.S.W. about seven, which was rapidly filling up with ice flowing in before a fresh gale from the Polar Sea; still wishing to see if any possibility remained of getting down Barrow Strait, we weighed and stood as far as the ice would allow to the N.E., when observing from the crow's nest no water in that direction, I determined to make this our winter quarters; and having remarked upon the south side of the bank, on which we had grounded, a well-protected bay, Mr. Court was despatched to sound it, and shortly making the signal that there was sufficient water, we bore up, and at 7.45 A.M., anchored in 4½ fathoms, and that night were firmly frozen in what has since proved a most safe and excellent harbour,—which, in grateful remembrance of the many perils that we had (during the passage of that terrible Polar Sea) escaped, in reaching, have named it the Bay of Mercy, thus finally terminating this short season's operations, being actually only five days under weigh. Preparations were now made for housing in, and everything completed except hauling over the cloth, by October 1st, which was not done, that the daylight should be enjoyed as long as possible and a saving in light effected. On that day, as a precautionary measure, the crew were placed upon two-thirds allowance of all species of provisions. Upon the 4th Mr. Court was sent with a travelling party to connect our position with that visited by Lieutenant Cresswell in May last, from which we were only distant eighteen miles. On the 7th he returned, which service completed the search around the entire coast line of this island. He reported open water a few miles from the shore (which, gradually extending, reached the cliffs of Banks's Land) upon the 6th, as with two men he was examining a few miles to the south-eastward of his tent, that detached the heavy grounded land ice from their base, drifting the whole party off shore to the N.W. Fortunately, being unencumbered with the sledge, they succeeded with difficulty and by much agility, jumping from piece to piece, in regaining the shore, and that evening no ice could be remarked in the strait, the whole being set in the Polar Sea. On the 10th, Mr. Sainsbury, mate, with a travelling party, went to examine an inlet which appeared to run some distance to the S.W. from the south side of the bay, but upon the following day returned, finding it extended only twelve miles, the water shoaling, until it finally terminated in a large marsh, which, from the numerous traces of animals and wild fowl, may be considered as a favourite resort during the summer. As there appeared much game in the vicinity, and the weather continuing mild, shooting parties under Lieutenant Cresswell, Messrs. Wynniatt, Court, and Piers, and the marines under Sergeant Woon, were established in different directions between the 9th and 23d, so that with what was killed from the ship our supply of fresh provisions on the commencement of the winter consisted of nine deer, fifty-three hares, and forty-four ptarmigan, all in fine condition, the former having from two to three inches fat.

The weather during the winter has been much more boisterous, but in each month several degrees more mild than was experienced in the Prince of Wales' Strait, nearly a degree and a half further south, last year, which in conjunction

with the animals remaining in numbers in this locality the entire winter, must I suppose be taken as a proof of its mildness, although laying exposed to the N.W. winds, direct from the Polar Sea, which, upon our first being frozen in, led to the anticipation of having to encounter a very severe season. In consequence of our favoured position, the crew were enabled to ramble over the hills almost daily, in quest of game, and their exertions happily supplied a fresh meal of venison three times a fortnight, with the exception of about three weeks in January, when it was too dark for shooting. The small game, such as ptarmigan and hares, being scarce, were allowed to be retained by the sportsmen as private property; this healthy and exhilarating exercise kept us all well and in excellent spirits during another tedious winter, so that on the 1st of April we had upwards of a thousand pounds of venison hanging at the yard arms. On wearing so fair an aspect, and being desirous of visiting Winter Harbour, Melville Island, with the hope of meeting an officer with whom arrangements might be made in the event of any accident occurring which would render it necessary to quit the ship, I proceeded on the 11th with Mr. Court (second master) and a sledge party for that port, but in consequence of thick weather coming on a few hours after leaving the vessel, and continuing uninterruptingly for several days, we did not reach until the 28th. Upon the 15th we observed a very lofty cape bearing N.E. by E. thirty miles, which I have called Queen Victoria, in honour of H. Most Gracious Majesty (the same which had been remarked last autumn from the high land near the ship;) the land to the north-east forms the bottom of Lyddon Gulf, while that upon its western side stretched to the N.W. in one unbroken mountain-line as far as the eye could reach. At Winter Harbour we attained a set of sights for the purpose of testing our chronometers, which were ascertained to be going exceedingly well; and having deposited a notice of our visit under the same cairn that Lieutenant M'Clintock left one last year, upon a large fragment of sandstone, bearing this inscription, viz.—"His Britannic Majesty's Ships 'Hecla' and 'Griper,' Commanders Parry and Lyddon, wintered in the adjacent harbour during the winter of 1819-20.—A. Fisher, sculpsit." At 6 P.M. commenced our return, travelling upon flat ice nearly the entire way, accomplishing in ten days what occupied eighteen upon the outward trip, and reached the ship upon the 9th of May, where I had the gratification of receiving the most satisfactory reports concerning our sanitary condition, and likewise that the supply of venison continued abundant, having twenty head of deer on board; in consequence, the ration of venison was increased to a pound and a half thrice a week, as the crew were at hard work cleaning the holds, collecting and bringing off ballast; the latter a very laborious occupation, from the large space they had to search over in picking up a sufficiency of stone to complete one hundred tons, which was not accomplished until the 25th, after which we commenced watering, obtaining it from a lake about a mile from the ship, by boring through seven feet ten inches of ice, and cutting a reservoir to receive it, this forming a species of artesian well, which gave a bountiful supply, enabling the water to be completed by the 12th of June, previous to the commencement of the thaw, which was a great advantage to the crew as it kept them dry footed. About this time flocks of wild fowl, consisting of swans, geese, and all descriptions of ducks, began to arrive, but finding no water, merely took a flight round the N.W. extreme of the land, and returned to the southward, from which it would appear that the season is late; indeed, the land is as much covered with snow as in the depth of winter, nor was it until the 25th of the month that any alteration took place, when small streams commenced trickling down the sunny slopes of the ravines, and little ponds formed upon the ice.—On the 30th we had an entire day of heavy snow, with one of the most severe northerly gales that I ever witnessed at so advanced a period of the season; and upon the 1st July found that the ice had increased its thickness four inches during the last month, being seven feet two inches, a most unusual circumstance, as both at Port Leopold and in the Prince of Wales' Strait we found a very considerable decrease during the month of June, the temperature likewise was very low, showing an average of $31\frac{1}{2}^{\circ}$. The appearance of the crew at their monthly inspection elicited a more unfavourable report from the surgeon than I have hitherto received, evident symptoms of debility amongst the generality of them, and sixteen having a decided scorbutic tendency, plainly the effect of the late heavy labour in ballasting and watering; but as all our work is now on board, their gradual return to perfect health may be anti-

pated without encumbering the sick list.—On the 8th July Sergeant Woon, of the Marines, while in pursuit of a wounded deer, unexpectedly met a couple of musk bulls, which he succeeded in killing, evincing the most soldierlike coolness and intrepidity during the entire transaction. Having expended his ammunition as one of the wounded and infuriated monsters rushed towards him, he fired his worn when at a few yards, but without much effect, as he continued his advance, evidently, however, weak from loss of blood, till he had reached within six feet, when, putting his head to the ground previous to his final rush, the sergeant, as his last resource, fired his iron ramrod, which, entering behind the left shoulder, passed through the heart and out at the right flank, dropping him dead at his feet. They are fine animals, whose gross weight is 1,380 pounds, and yield, after deducting offal and hunters' perquisites, 650 pounds of excellent beef, which providential supply is most opportune, as our reindeer were expended last week. Two Esquimaux huts upon a small islet in the centre of the bay, and the site of an encampment on a peaked hill on the western shore of the mainland, are the only indications we have met with of that extraordinary and hardy people having at some period long past inhabited this coast; we have now discovered traces of them upon all sides of this island, but where are they gone, for certainly there is not one upon it at present, or why should they have quitted an island so abounding throughout the entire year with game, except, as the Esquimaux interpreter observes, there may be a great paucity of seals, without which luscious food they cannot exist, and this may be the reason, as we have seen very few.

During the month of July the little thaw which a temperature falling to 31° every night, and rising only to 39° and 40° in the day could effect, has not been much; but the water draining from the land rotted the ice round the entire bay and detached it from 100 to 300 yards from the shore, so that it has power to move, and only requires open water in the offing to allow of its going out, which joyful event we entertained hopes of realizing, as upon the 10th of August some lanes of water were observed to seaward, and along the cliffs of Banks's Land there was a clear space of six miles in width, extending along them as far as the eye could reach from the N.W. hills, at an elevation of 1,000 feet, and on the 12th the wind, which had been sometime from the northward, veered to the south, which had the effect of separating the sea ice from that of the bay entirely across the entrance, but, shortly shifting to the north, it closed again and never after moved. On the 20th the temperature fell to 27°, when the entire bay was completely frozen over, and on the 27th to 19°, so that the whole aspect was cheerless in the extreme, the young ice being two and a half inches thick, so that the whole bay may be perambulated; indeed, the summer was fairly gone, for the uplands are all snow-covered, the wild fowl all departed, and the flowers which gave cheerful variety to this bleak land are all withered; the very season may be considered as one long sunless day, as since the latter part of May that luminary has been scarcely visible, or his influence felt upon those icy masses which block Barrow Strait entirely across, nor do I imagine that the Polar Sea has broken up this season, as not a drop of water has been seen in that direction. During July and the early part of August the crew were daily employed gathering sorrel, of which there was a great quantity upon the hills in this vicinity, and, eaten as a salad with vinegar, or boiled, when it resembled spinach, was found a most admirable antiscorbutic and a great benefit to all, being exceedingly relished; but that hardy and miserable herbage could not withstand this rigorous summer beyond the 15th of the month. For several days the ice had been perfectly stationary and no water visible in any direction, that along the cliffs of Banks's Land being frozen, so that I felt assured that the winter had fairly set in, and all hopes of any release this year totally annihilated, the young ice being five inches thick. Having previously determined what course I should adopt under circumstances thus unfavourable, upon the 8th September I announced my intentions to the crew, of sending half of them to England next April, with all the officers not in charge of stores, via Baffin's Bay (taking the boat from Cape Spencer), and the Mackenzie, detaining the remainder with the hope of extricating the vessel during the summer of 1853, or, failing that, to proceed with sledges in 1854 by Port Leopold, our provisions admitting of no other arrangement, although we had already been a twelvemonth upon two-thirds allowance, it was necessary to make preparations for meeting eighteen months more, a very severe deprivation and constitutional test, but one which the service we are employed upon calls

for; the vessel being as sound as the day she entered the ice, it would therefore be discreditable to desert her in 1853, when a favourable season would run her through the Straits, and admit of reaching England in safety, where the successful achievement of the long-sought-for and almost hopeless discovery of the North-West Passage would be received with a satisfaction that will amply compensate for the sacrifices made, and hardships endured in its most trying and tedious accomplishment. This statement was well received, and its execution will, I hope, be carried out without difficulty.—On the 17th the wind shifted to the S.S.E., and blew hard, which a few days earlier might have been attended with favourable results; but now it had no effect, the ice being eight inches thick was too firm to be moved; the sails were consequently unbent, and preparations commenced for housing in.—September 24th, this is the anniversary of our arrival; the contrast is very remarkable: we entered the bay with the temperature at 33 and not a particle of ice in it; to-day the thermometer stands at 2 with ice which has never moved, and every indication of a very severe winter. Upon the 25th October closed the hatchways and housed the vessel over, it becoming damp and cold between decks, the vapour funnels, of which there are five, giving a sufficient ventilation; those over the hatchways being never closed, carry off all impurities, so that we enjoy a clear wholesome atmosphere below; this has very much contributed to the excellent preservation of our health, and the 26th being the second anniversary of our discovery of the "Passage" and the last that we should all be together, the occasion was celebrated by a small additional allowance of provisions and an extra glass of grog, which had the effect of putting all in high spirits, so that the evening was passed most jovially in singing and dancing.—On November the 8th completed the banking up and other outside work, finally terminating our winter arrangements on the 18th by covering the upper deck with eighteen inches of snow. The deer for the last few days have been coming from the southward to their winter quarters amongst the ravines and sand hills; ninety have been met with at one time and forty at another, but so very wild that few have been shot. Our two seasons' experience show that these animals do not migrate to the south, as is generally supposed, but bear the extreme rigour of the climate, and exist upon the scanty herbage, chiefly the dwarf willow, from off which they break the snow with their feet, which tapping can be heard at a considerable distance when the weather is calm, and frequently leads to their discovery. The hares and ptarmigan have also descended from the high ground to the sea ridges, so that a supply of game has been kept up during the winter, which has enabled a fresh meal to be issued twice weekly, and the usual Christmas festivities to pass off with the greatest cheerfulness. As it was to be our last, the crew were determined to make it memorable, and their exertions were completely successful: each mess was gaily illuminated, and decorated with original paintings by our lower-deck artists, exhibiting the ship in her perilous positions during our transit of the Polar Sea, and divers other subjects; but the grand features of the day were the enormous plum puddings, some weighing six and twenty pounds, haunches of venison, hares roasted, and soup made of the same, with ptarmigan and sea pies. Such dainties in such profusion I should imagine never before graced a ship's lower-deck. Any stranger to have witnessed this scene could but faintly imagine that he saw a crew which had passed upwards of two years in these dreary regions, and three entirely upon their own resources, enjoying such excellent health, so joyful, so happy; indeed, such a mirthful assemblage under any circumstances would be most gratifying to any officer; but in this lonely situation I could not but feel deeply impressed as I contemplated the gay and plenteous sight with the many and great mercies which a kind and beneficent Providence had extended towards us, to whom alone be the heartfelt praises and thanksgivings of all for the great blessings which we hitherto experienced in positions the most desolate which can be conceived.

March 1st.—The most dreary and dark time is now passed, and severe and trying it has been. The cold of the last two months was excessive, January showing a mean of -44° , being 17° below the corresponding period last year, and one day the temperature fell to -65° , and for twenty-four hours actually averaged -62° . I should have doubted the correctness of the thermometer (as no former experience shows so low a register) had it not been well tested the two preceding winters, when it only fell to -50° ; but, independent of the glass, the feelings gave unmistakeable evidence of the extreme keenness of the weather, as for one

entire week the temperature never rose above -40° , the wind being about S.S.W., from which quarter during both winters we have invariably felt the greatest cold; I therefore imagine that in the interior the land must be very lofty, as when the wind veers to the north, which is directly off the Polar Sea, the glass rises, showing the highest temperature when it is easterly. These low temperatures have caused much moisture between decks, and from not being able to allow a sufficiency of firing to counteract the effect of this damp atmosphere, it has been materially felt by the crew; the sick list at one period consequently increased to nineteen, five being cases of scurvy and the same of dropsy, but now happily reduced to ten, and the surgeon's report upon the scurvy of the crew to-day as to their general state and condition is as favourable as I could, under all circumstances, have anticipated. During the last month we have been employed gravelling a distance of 800 yards towards the sea ice, with the hope of its weakening it in the event of our being able to move when the season for navigation arrives. Upon the 3rd, told the men off that were to proceed to England next month via Mackenzie and Baffin's Bay. They appeared extremely well satisfied with the arrangement, as I explained to them my object was to send home all who had suffered the most from the severity of the climate, and to which another year might prove exceedingly trying, as well as to retain the most effective men in the event of being detained another winter. On the 15th the travellers went upon full allowance of provisions, which I have little doubt will, before they are required to start, get them in good condition.—21st. The weather has been beautiful during the last week; the temperature, which, until the 16th, continued almost daily to fall to -56° , the 17th rose to -27° ; the following day to -14° ; and on the 19th to $+3^{\circ}$, which sudden and delightful change, after the excessive cold of the last three months, is most grateful. The invalids are rapidly improving, the majority taking a daily airing of from two to three hours. The temperature at noon to-day exposed to the sun rose to $+40^{\circ}$, so that the extreme severity of the winter is over; in fact, to the present time, 5th April, the temperature daily mounts in the shade above zero, which, according to past experience, is exceedingly mild, and may be considered indicative of an early break-up of the ice. God grant such may be the case! On the 15th it is my intention to start the parties destined to make their way to England; and from our good sanitary condition I feel but little doubt but all will safely arrive. A fatigue party, under the command of Mr. Court (second master), will accompany Lieutenant Haswell for a few days, while John Calder (captain of the fore-castle), a trusty and zealous petty officer, will proceed with Lieutenant Cresswell as far as the Princess Royal Islands, and from the depôt there will return with as many cases of potatoes and as much chocolate as can be brought on the sledge, which extra supply will give an ample allowance of those excellent articles in the event of being detained here during the ensuing winter. To this period we have not lost an individual of our crew, either by accident or disease; the officers particularly have enjoyed an immunity from sickness which is surprising, with the exception of Mr. Sainsbury (mate), who, since the winter of 1850, has suffered with a pulmonary complaint that has entirely prevented his participating in the arduous duties of the travelling parties, or in the more exciting but not less laborious occupation of hunting over this rugged and severe country; and Mr. Payne (clerk in charge), who had been a great invalid from rheumatism until this last winter, when he has made a most rapid and wonderful recovery, and at present is in the enjoyment of more robust health than when he quitted England. I can attribute our excellent salutary state to the causes previously alluded to in this narrative, in conjunction with the bountiful supply of game which a merciful Providence has aided us with, and has so materially added to our otherwise scanty rations, as well as the excellence of all species of our provisions, which are certainly of the best description I ever met with, more particularly the superior quality of the lime juice, which, as an anti-scorbutic, has proved most inestimable, with the preserved meats supplied by Messrs. Gamble, which for weight, exemption from bone, and excellence, rank in the very highest scale, and that invaluable vegetable, the preserved potato, manufactured by Edwards.—Sir, I have nothing more to add to this narrative, except to state that I forward a list of game killed, and a monthly mean of the meteorological journal, which has been registered every alternate hour since leaving England by the respective officers of the watches, and carefully arranged and tabulated by Mr. Court (second master), which

And having particularised the officers in the various services they have been employed upon, I cannot conclude without expressing the extreme satisfaction that the crew have given me upon all occasions: when, in the perilous passage of the Polar Sea, activity, energy, and arduous duty were required, as well as during this long period of inactivity, they have been characterized by cheerfulness, propriety, and good conduct, which fully entitle them to the most favourable consideration of their Lordships.

5th April 1868.

ROBERT M'CLURE, Commander.

Bay of Mercy, Baring's Island.

Latitude $74^{\circ} 6' 30''$ N.; Longitude $118^{\circ} 15' 0''$ W.

TABLE showing the MEAN HEIGHT of BAROMETER, with the Temperature of the Air on board H.M.S. "Investigator," from August 1850 to March 1853.

[illegible]

ROBERT M'CLURE, Commander.

Her Majesty's Ship "Investigator."

GAME killed in the ARCTIC REGIONS.

	Number killed.	Average Weight each.	Total Weight.
Musk Ox	7	278 lbs.	1,945 lbs.
Deer	110	70 "	7,710 "
Hares	169	6 "	1,014 "
Grouse	486	Not weighed.	—
Ducks	198	"	—
Geese	29	"	—
Wolves	2	"	—
Bears	4	"	—

Total head killed	-	-	-	1,005.
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No. 8. *Her Majesty's Ship "Investigator,"*

Commander M'CLURE to Lieutenant HASWELL.

Her Majesty's Discovery Ship "Investigator,"
Prince of Wales' Strait, 21st October 1850.

MEMORANDUM.

As it is of the utmost importance both as regards the national dignity, equally as a geographical subject, that it should be ascertained as far as it is possible, whether the waters in which we at present are communicate with those of Barrow Strait, or terminate in a bay, which, if the former, will decide the question of a North-West Passage between the Atlantic and Pacific Oceans;—conformably with such a view it is my intention to proceed with Mr. Court (second master) and a party of men upon this interesting service on Monday next, the 21st inst., or as soon after as I feel assured that the vessel will be in security from the dangerous influence which may be apprehended from the ensuing spring tides; as, however, it is not impossible that during my absence, in consequence either of a disruption in the ice or some unforeseen circumstances over which you may have no control, that the vessel may be driven to the southward, and upon my return nowhere to be seen.

It is, therefore, my direction that in the event of any such unhappy occurrence, that you exert yourself to the utmost to land at all hazards upon either of the islands, as circumstances will render most favourable, the third whale-boat complete, and the stores as per margin. In the execution of a service which may be attended with some difficulty, you will appoint Lieutenant Cresswell and Mr. Wynniatt (mate) to its superintendence, impressing upon those officers and the men under their orders the paramount necessity for their most strenuous endeavours in carrying this service into effect, as upon its being executed will depend the existence of the absent party. I feel assured that nothing further need be urged to excite the active co-operation of all concerned.

Should the above take place, you will upon the breaking up of the ice in the ensuing summer, use your utmost exertions to return to these islands with the least possible delay, where (if I find that you do not arrive by the middle of August, I shall consider that you are disabled or otherwise incapacitated from carrying these orders into effect, and shall most likely push to Port Leopold) ample instructions will be left for your future proceedings under a cairn to be erected on the summit of the large island.

As so little is known with respect to the clearance of ice from these waters, it might so happen that you may be unable to penetrate during the whole of the navigable season as far as these islands; in the event of such a contingency you will consider it your duty, when you arrive at the conclusion that all further perseverance is unavailing in endeavouring to carry the purport of these instructions into effect, to secure the vessel for the winter in some harbour or bay, sheltered from the pressure of the heavy ice, so as to avoid the severe nippings that she would otherwise be subjected to; the consequences of which to a ship already weakened by a winter in the pack are to be apprehended.

Finally, in the supposition that you do not return to these islands, or receive any other directions, you will in the summer of 1852 endeavour to recross the Polar Sea on your return to England, commencing your homeward voyage immediately the navigation will admit, so as to avoid if possible the having to remain a third winter in the ice. You will communicate with Her Majesty's ship "Plover," in Kotzebue Sound, and from thence proceed to the Sandwich

Twelve Months' Provisions for seven men,
at a daily allowance of:—

Pemmican	1 lb.
Soap	1 pt.
Oatmeal or Flour	1 lb.
Bread	1 "
Corros	1 oz.
Tea	1 "
Sugar	1 lb.
Rum	1 gill.

Boat's Store:—

Tent (frame, with 4 poles)	1 in No.
Fowling piece (percussion dble.)	1 "
Percussion caps	2,000 "
Shot, No. 1	23 lbs.
Do. No. 4	25 "
Bullets (present musket)	300 in No.
Powder (fine)	10 lbs.
Fuel (coal, spare spars, &c.)	
Muskets	2 in No.
Ball cartridge	300 rounds.
Caps (percussion)	1,000 in No.
1 Cask of strong rum for fuel.	
Buffalo robes	2 in No.
Raccoon blankets	4 "
Blankets (woollen)	7 "
Carpet boots	7 pairs.
Fisherman's boots	7 "
Box cloth clothes	7 suits.
Flannel	100 yds.
Stockings	36 pairs.
Mitts	36 "
Boot hose	14 "
Welsh wigs	14 in No.
Twine	2 lbs.
Lead (sheet)	10 "
Farnought	10 yds.
Ases	3 in No.
Green crape	10 yds.
Half boots	14 pairs.
Shovels	2 in No.
Needles, Nails of sizes, Fishhooks and Lines.	

Islands to recruit the crew and otherwise refit the vessel, from whence you will communicate a detailed account of your proceedings to the Secretary of the Admiralty. When you have sufficiently refreshed the men you will sail for England, calling at Valparaiso, reporting your arrival to the Commander-in-Chief by letter, should he not be at that place.

ROBERT M'CLURE, Commander.

No. 9.

Commander M'CLURE to Lieutenant HASWELL, Lieutenant CRESSWELL, and Mr. WYNNIATT (Mate), the Officers in charge of the travelling Parties from Her Majesty's Discovery Ship "Investigator."

By Robert M'Clure, Esq., Commander of Her Majesty's Discovery Ship "Investigator."

WHEREAS I consider that it will be fully carrying out the beneficent intentions of Her Majesty's Government, and in accordance with the views of my Lords Commissioners of the Admiralty, that parties from this ship should be despatched (although such service may possibly render their rejoining her doubtful) to trace the southern shore of Barrow Strait, and the south-east coast of Prince Albert's Land, in hopes of meeting some indication of the missing Expedition under Sir John Franklin, the tenor of whose instructions, if indeed he has been enabled to carry them into effect, would lead to the supposition that from Cape Walker southward and westward would be the most probable locality to glean some tidings of his hitherto mysterious fate—our position being particularly favourable for prosecuting this duty, thereby to a certain extent settling a point which has created much and deep solicitude amongst all denominations of our countrymen—I lay down a few instructions for the guidance of the respective Officers entrusted with this service, who will take their route as per margin.

Lieutenant Haswell,
South-eastern shore.
Lieutenant Cresswell,
North-western shore.
Mr. Wynniatt, (mate).
North-eastern shore.
With six weeks' provisions for each party.

The primary object is most carefully to examine along the tide-line for any appearance of wreck, or wood of any description, which might lead to the supposition that mechanical labour has been expended upon it; if there should not be any name, or other distinguishing mark by which it could be recognised as belonging to one of Her Majesty's ships, you will take a sketch and its dimensions (if too large to be brought on board), as, upon inspection, it may be found to correspond with some of the fittings of the missing ships. You will likewise search upon the elevated ground a little above the beach, where parties would be most likely to encamp, for any cairn, preserved meat cases, or other indications of civilised man.

2nd. This land not having been previously explored, it is of much importance that its geographical position should be as accurately established and coast-line traced, as the urgent circumstances under which you are acting will admit of, bearing in mind that your outward course is not to be retarded upon this account, as every mile in advance is in furtherance of the object of your search, and paramount to all other considerations; your extreme limit must, however, be determined by careful meridian altitudes and chronometric observations.

3rd. As we have no accurate knowledge at what period the ice breaks up in these Straits, you will keep a very vigilant eye upon it for any symptom that would lead you to infer such an event was probable, and when feeling fully assured such is likely to be the case, you will use your utmost exertions to rejoin the ship, leaving the whole of your spare stores and provisions, placing them upon an elevation, so that they may easily be discernible, as well as available, for any other travelling parties; taking also the latitude and longitude, and noting any remarkable land by which the deposit may be identified.

4th. Upon arriving at our present position should you find that the ship has been drifted away (a circumstance only barely possible), you will proceed to the depôt at the Princess Royal Islands, and there remain until joined by the other parties (the senior officer then assuming the command); or if, after waiting a reasonable time, there is no appearance of them, so that you may come to the conclusion that they have been able to reach the ship, it will then be necessary to equip yourself with two months' provisions, and make the best of your way to the "Plover," as Fort Good Hope upon the Mackenzie cannot be depended upon as a station, where you would be certain of obtaining a supply of provi-

sions in the event of having to winter there; and any attempt to reach Port Leopold without the knowledge of a ship being there to receive you, or of the difficulties which may impede your progress in navigating an unknown coast, is very likely to be attended with obstacles which would place you in a most embarrassing situation, all which may be obviated by making direct for Kotzebue Sound, and by coasting the northern shore of America you are certain of open water, abundance of firewood, and plenty of game, neither of which you could calculate upon in Barrow Strait.

5th. Having directed your attention to the principal objects connected with the service you are employed upon, as well as to every point which could happen relatively with the critical position of the ship, and having made arrangements to meet those contingencies by placing boats upon the eastern shore and Princess Royal Islands, with a large depot of provisions and clothing, I feel perfectly satisfied that under any of the circumstances embraced in these orders no apprehension need be entertained for your ultimate safety.

Finally. Under the event alluded to in Article 4, you will consider yourself detached (provided that you see nothing of this ship while going to the "Plover") for the purpose of making the best of your way to England, where, immediately upon your arrival, you will report yourself to the Secretary of the Admiralty, enclosing the orders under which you have acted, with an outline of our proceedings in as intelligible a form as your remembrance of the different circumstances will allow.

Given under my hand on board Her Majesty's Discovery Ship "Investigator," beset in the ice in Prince of Wales' Strait, in latitude $72^{\circ} 50' N.$, longitude $117^{\circ} 55' W.$, the 18th day of April 1851.

(Signed) ROBERT M'CLELLAN, Commander.

NOTE.—You are to keep a Diary, from which, upon your return, you will be required to draw up a detailed account of your proceedings for my information.—R. M'C.

No. 10.

The following is an ABSTRACT of the Proceedings of Her Britannic Majesty's Discovery Ship "Investigator," since parting company with the "Herald" upon the 31st July 1850, off Cape Lisburne.

At 5.20 A.M., August 2d, latitude $72^{\circ} 1' N.$, longitude $166^{\circ} 12' W.$, made the ice, which did not appear heavy, but upon entering it a short distance was undeceived and ran out.

August 5th.—In running along the pack edge endeavouring to find an opening, exchanged numbers with the "Plover," and at 11 A.M. made a low shingle beach, to the eastward of Wainwright's Inlet; at midnight rounded Point Barrow in 73 fathoms, but from the foggy state of the weather did not see it.

August 8th.—1.45 A.M., being off Point Drew, sent Mr. Court, second master, and Mr. Miertsching, interpreter, to deposit a notice of our having passed, who met some Esquimaux that had arrived three days previously; these trade with the Russians, and were very friendly; therefore sent a letter, with the chance of it reaching the Admiralty. We also heard from them that last year three boats had passed to the eastward, with white men and Indians, which was most probably Lieutenant Pullen. In the evening erected a cairn, and buried another notice at Point Pitt.

August 9th.—Passed the Colville about forty miles from its entrance, in three fathoms and a half.

August 11th.—Deposited a notice upon Jones's Island, which was thickly strewed with driftwood. In the forenoon two baidars, containing twenty-four natives, came alongside; the chief possessed a gun with "Barnet, 1840," on the lock, obtained from the Russians; bartered tobacco for salmon and ducks. In the afternoon communicated with another party, who were exceedingly intelligent and clean; sent despatches for the Admiralty, via Colville, and, from what the interpreter states, believe that they will arrive.

August 12th.—Several baidars came alongside; received fish and ducks for presents of beads and tobacco. These are adroit pilferers.

H

August 14th.—Run upon a shoal eight miles north of Yarborough Inlet, having, during the last two days, narrowly escaped several of these dangerous banks, which are very little above the water, and hidden from view by the ice; hove off with the stream anchor, but unfortunately upset a whale boat, and lost eleven casks of beef, having to carry sail to prevent being set again on shore.

August 15th.—Found it impossible to get two miles in any direction, the ice having closed from the northward, resting upon the shoals in that direction, and to the southward, the low banks which we grounded upon yesterday; anchored to await some favourable change.

August 16th.—Ice to the northward of the shoals slightly eased, leaving about 150 yards of open water; weighed and warped through two cables' length of ice to get into it, which occupied six hours of hard labour, so heavy was the pack.

August 17th.—At noon the weather, which had been foggy, cleared with a breeze from N.E.; made sail through heavy sailing ice, occasionally striking violently; navigation along this coast very dangerous, the sand-banks being low and numerous. Latitude $70^{\circ} 30' N.$, longitude $148^{\circ} 4' W.$

August 21st.—Made the Pelly Islands off the Mackenzie; since the 17th have encountered very heavy ice; ran ninety miles into a bight, which brought us to the solid pack; fortunately we were enabled to run out of it before it closed.

August 24th.—Observing some huts a little to the westward of Point Warren, sent despatches for the Admiralty, with the hopes of their being forwarded by the Hudson's Bay Company; this tribe, however, have no traffic with them; but barter with others farther west, who trade with the Colville, giving as their reason that the Hudson Bay Company had given the Indians water which had killed many of them, and they did not wish to have any. They appear savage and warlike, and are at enmity with their neighbours. Brought the despatches back.

August 30th.—Observing a post erected on the beach, near Point Maitland, in Liverpool Bay, sent to examine it, and deposit a notice of our passing; found it was an Esquimaux mark, who apparently had recently quitted it, there being several caches containing bird-lime.

In the afternoon, while approaching Cape Bathurst, observed Esquimaux on the shore; upon communicating with them, found that they belonged to a tribe now at Cape Bathurst, who were catching whales, and the same who had seen Sir J. Richardson last year. In the evening, being thick and getting into three and a half fathoms, anchored between Baillie's Islands and the main land.

August 31st.—Proceeded to Cape Bathurst; tribe consisted of three hundred; very friendly; would go south in three weeks; gave them despatches for the Admiralty, a gun and ammunition to the chief, and many presents among them; and, judging from their intelligence and cleanly appearance, have great expectation of their reaching.

September 1st.—Off Cape Bathurst; many natives came on board, and being nearly calm, remained until the evening, when a breeze springing up, we took our final leave of the Esquimaux upon the American coast, fully convinced that neither the ships nor any of the crews of Sir J. Franklin's expedition have ever reached their shores. They appear a quiet, inoffensive people (with the exception of those at Point Warren, which the Cape Bathurst tribe have no dealing with), and would assist any white people thrown amongst them.

The whole of this coast is shallow, but with the lead may be safely navigated, the soundings being very regular; the shoals terminate about thirty miles to the eastward of Yarborough Inlet, and water varying in breadth from one mile to forty, may be calculated upon along shore, between the beginning of August and 10th of September, according to the winds, more or less ice encumbered, but the natives state that every year the ice opens from the shore; we found the prevailing winds from E.S.E. to N.E.

September 6th.—At 11.30 A.M., being to the northward of Cape Parry, remarked high land from N. by E. to E.N.E.

September 7th.—At 9.30 A.M., landed and took possession of the discovery, and named it Baring Island. The land is bold upon the southern side, being upwards of 1,000 feet in height, its northern being Banks's Land; erected a signal pole with black ball, and left a notice in latitude $71^{\circ} 8' N.$, longitude $122^{\circ} 48' W.$

September 9th.—Observed land N.N.E.; named it Prince Albert's Land, which is continuous with Wollaston and Victoria Land, and extends north to latitude $73^{\circ} 21' N.$, longitude $112^{\circ} 48' W.$

September 11th.—Ship beset, latitude $72^{\circ} 52'$, longitude $117^{\circ} 36' W.$; but ice in motion.

October 8th.—Since the 11th of last month, have been drifting in the pack; narrowly escaped destruction several times, until with a heavy nip at 3 A.M. this day, which listed the ship $3\frac{1}{2}$; we were firmly fixed for the space of nine months in latitude $72^{\circ} 47'$, longitude $117^{\circ} 34'$.

October 10th.—Took possession of Prince Albert's Land, distant four miles.

October 18th.—And to-day, of the Princess Royal Isles, lying in the centre of Prince of Wales' Strait, distant four miles from the ship. There is erected a large cairn, pole, and ball upon its summit, and have deposited three months' provisions for sixty-six men, besides leaving a boat and some ammunition.

October 21st.—The Captain, Mr. Court, and party started to trace this strait towards the N.E.

October 26th.—Discovered the entrance into Barrow Strait in latitude $73^{\circ} 30' N.$, longitude $114^{\circ} 14' W.$, which establishes the existence of a north-west passage.

October 30th.—Five musk oxen shot upon Prince Albert's Land, which terminated our operations for 1850.

April 18th, 1851.—This day despatched three travelling parties to search the coast-line, under Lieutenant Haswell, to the S.E. towards Wollaston Land; Lieutenant Cresswell in the direction of Banks Land; and Mr. Wynniatt (mate) to the N.E., who respectively reached the position, as noted in the margin, and traced the coast as per the accompanying chart.

June 2d.—The Captain and Mr. Miertsching (the interpreter) communicated with the Esquimaux upon Prince Albert's Land, about sixty miles south of our position, who had previously been met by Lieutenant Haswell. They traced the coast-line as marked in the chart, and state that there are many of their tribes inhabiting the land towards the south, but that they know of none to the northward; they are a kind, simple people, and have never before seen the white man, at whom they were evidently alarmed.

July 14th.—Ice opened without any pressure, and the vessel was again fairly afloat, but so surrounded with it, that we only drifted with the pack, having been able to use our sails but twice, and then only for a few hours, up to August 14th, when we attained our furthest northern position in Prince of Wales' Strait, latitude $73^{\circ} 14' 19'' N.$, longitude $115^{\circ} 32' 30'' W.$

August 16th.—Finding our passage into Barrow Strait obstructed by N.E. winds setting large masses of ice to the southward, which had drifted the ship fifteen miles in that direction during the last twelve hours, bore up to run to the southward of Baring Island.

August 20th.—Latitude $74^{\circ} 27' N.$, longitude $122^{\circ} 32' 15'' W.$, have had clear water to reach thus far, running within a mile of the coast the whole distance, when our progress was impeded by the ice resting upon the shore; secured to a large grounded floe piece in twelve fathoms; ice appears to have but recently been detached from this coast.

August 29th.—Ship in great danger of being crushed or driven on shore by the ice coming in with heavy pressure from the Polar Sea, driving her along within one hundred yards of the land for half a mile, heeling her 15° , and raising her bodily one foot eight inches, when we again became stationary and the ice quiet.

September 10th.—Ice again in motion, and ship driven from the land into the main pack with heavy gale from the S.W.

September 11th.—Succeeded in getting clear of the pack and secured to a large grounded floe, latitude $74^{\circ} 29' N.$, longitude $122^{\circ} 20' W.$

September 19th.—Clear water along shore to the eastward; cast off and worked in that direction, with occasional obstructions and several narrow escapes from the stupendous Polar ice until the evening of the 23rd, when we ran upon a mud-bank, having six feet under the bow and five fathoms astern; hove off without sustaining any damage.

September 24th.—At daylight, observing Barrow Straits full of ice and large masses setting into the bay, determined upon making this our winter quarters, and finding a well-sheltered spot upon the south side of the shoal upon which we last night grounded, ran in and anchored in four fathoms, latitude $74^{\circ} 6' N.$, longitude $117^{\circ} 54' W.$; this night were frozen in and have not since moved. The position is most excellent, being well protected from the heavy ice

Lat. $73^{\circ} 46' N.$
Long. $117^{\circ} 44' 10'' W.$

Lieutenant Haswell,
Lat. $70^{\circ} 38'$,
Long. 115° .
Lieutenant Cresswell,
Lat. $74^{\circ} 16'$,
Long. $117^{\circ} 40' W.$
Mr. Wynniatt,
Lat. $73^{\circ} 6' N.$
Long. $107^{\circ} 42'$.

by the projection of the reef which throws it clear of the ship six hundred yards.

The currents along the coasts of the Polar Sea appeared to be influenced in the direction more or less by the winds; but certainly upon the west side of Baring Island there is a permanent set to the eastward; at one time we found it as much as two knots during a perfect calm, and that the flood-tide sets from the westward, we have ascertained beyond a doubt, as the opportunities afforded during our detention along the western shore of this island gave ample proof.

The prevailing winds along the American shore and in the Prince of Wales Strait we found to be N.E. but upon this coast S.S.W. to N.W.

A ship stands no chance of getting to the westward by entering the Polar Sea, the water along shore being very narrow and wind contrary, and the pack impenetrable; but through Prince of Wales Strait, and by keeping along the American coast, I conceive it practicable. Driftwood is in great abundance upon the east coast of Prince of Wales Strait, and on the American shore also much game.

In this vicinity the hills abound in reindeer and hare, which remain the entire winter; we have been very fortunate in procuring upwards of four thousand pounds.

The health of the crew has been and still continues excellent, without any diminution of number, nor have we felt the slightest trace of scurvy.

It is my intention, if possible, to return to England this season, touching at Melville Island and Port Leopold; but should we not be again heard of, in all probability we shall have been carried into the Polar pack, or to the westward of Melville Island, in either of which any attempt to send succour would only be to increase the evil, as any ship that enters the Polar pack must be inevitably crushed; therefore, a depôt of provisions, or a ship at Winter Harbour, is the best and only certainty for the safety of the surviving crews.

No traces whatever have been met with, nor any information obtained from the natives, which could by any possibility lead to the supposition that Sir J. Franklin's expedition, or any of his crews, have ever reached the shores we have visited or searched; nor have we been more fortunate with respect to the "Enterprise," not having seen her since parting company at the Straits of Magellan, the 20th April 1850.

This notice was deposited by a travelling party in April 1852, consisting of
 Captain M'Clure, George Gibbs, A.B.
 Mr. Court, 2nd Master, " Bounsall, A.B.
 John Calder, Captain Forecastle, John Davis, A.B.
 Serjeant Woon, R.M., Peter Thompson, Captain Fore-top.

Whoever finds this, it is requested it may be forwarded to the Secretary of the Admiralty.

Dated on board her Britannic Majesty's Discovery Ship "Investigator," frozen in, in the Bay of "Mercy," latitude 74° 6' N., longitude 117° 54' W., April 12th, 1852.

ROBERT M'CLURE, Commander.

Unless there is a vessel now at Melville Island it is not my intention to revisit it, but make the best of my way down the Straits.—R. M'C.

No. 11.

Commander M'CLURE to the SECRETARY OF THE ADMIRALTY.

H. M. Discovery Ship "Investigator," Bay of Mercy,
 "Baring's" Island, 10th April, 1853.

(Received 7th October.)

Sir,

In the event of our not getting to England this year, I think it necessary to acquaint you, for the information of the Lords Commissioners of the Admiralty, what our operations will be, to effect that object in 1854, that their Lordships may be enabled to take such co-operative measures for our relief as may appear expedient.

Should the ice break up in this bay sufficiently early to permit of our getting through the Straits this season, and finding the water open to the eastward of Leopold Island, it would be my object to push forward, without stopping to take on board any provisions from Port Leopold; but if, contrarywise, the ice should be thick towards Lancaster Sound, I would, if possible, proceed to Port Leopold and complete a twelvemonth's provisions, and then risk wintering in the pack or getting through, in preference to remaining at the above port; if, however, we are detained in this bay until next year, it will then be requisite to leave towards the end of April and make for Port Leopold, where I am aware that there is a good boat, a house, and ample supplies; and, when the navigable season opens, proceed to Ponds Bay, coasting along the south shore of Barrow Straits; arriving at Ponds Bay, and if finding from the Esquimaux that no whalers have as yet been there, I should there await their appearance as long as my provisions would admit, and then go down the west shore of Baffin's Bay, keeping close along the land floe, where whalers or their boats are almost certain of being met with; failing this, I should cross to Discoe with the hope of getting a passage in some of the Danish vessels, which come there annually and leave about the beginning of September, or, being too late for them, either charter or purchase one of their coasting schooners which I believe trade amongst the settlements, if she was capable of standing an Atlantic voyage; could neither of these be accomplished, we must of necessity remain until the following season at that settlement. Should any of Her Majesty's ships be sent for our relief, and we have quitted Port Leopold, a notice containing information of our route will be left at the door of the house on Whalers' Point, or on some conspicuous position; if, however, on the contrary, no intimation should be found of our having been there, it may be at once surmised that some fatal catastrophe has happened, either from being carried into the Polar Sea or smashed in Barrow Straits, and no survivors left. If such should be the case, which however I will not anticipate, it will then be quite unnecessary to penetrate further to the westward for our relief, as by the period that any vessel could reach that port we must, from want of provisions, all have perished; in such a case I would submit that the officer may be directed to return, and by no means incur the danger of losing other lives in quest of those who will then be no more. As, however, it may occur (as was the case with Sir John Ross) that the ice may not break up in Prince Regent's Inlet during the whole summer, it is as well to provide against such a contingency; if such should happen, it would be necessary to winter at Port Leopold, unless apprised of the locality of any ship that might be sent for our relief, which I think might be accomplished without any very great difficulty, as although such vessel may not be enabled to get far up the Straits, yet as Admiralty Inlet would be pretty certain of being clear of ice, she might proceed thither, and in some secure bay freeze in, and when the Straits were firmly frozen about the middle of October, a small travelling party could be despatched with the intelligence; the whole would then proceed to her, and although rather late in the season, men working for their lives are not likely to be discouraged by a little cold.

Whatever may be the final termination of this long, tedious, but I hope not unimportant voyage, I beg, Sir, that you will assure their Lordships that in every stage I have been guided entirely by what I have considered to be my duty in prosecuting to the utmost the object for which the expedition was fitted out; and although we have not succeeded in obtaining any information which could throw the slightest clue upon the fate of our missing countrymen, I hope that the services performed in the tracing of a very great extent of coast line, the discovery of much new land, a portion inhabited by a simple and primitive people not hitherto known, and, above all, the accurate knowledge of that PASSAGE BETWEEN THE ATLANTIC AND PACIFIC OCEANS, which for so many hundred years has baffled maritime Europe, its very existence being almost considered sceptical, will, I trust, be considered events sufficiently interesting and important, to elicit from their Lordships a favourable consideration of our services.

I have, &c.

ROBERT M'CLURE, Commander.

SECRETARY OF THE ADMIRALTY to Commander M'CLURE, H. M. Discovery Ship
"Investigator."

Sir,

Admiralty, 7th October 1853.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of the despatches forwarded by you on the 10th April last, delivered at this office by Lieutenant Cresswell, and in which you report the completion of the North-West Passage.

My Lords have perused the narrative of your proceedings in search of the expedition under Sir John Franklin with equal interest and satisfaction; and, as a mark of their approval of the great exertions and untiring perseverance with which that search, though unavailing, was prosecuted; have been pleased this day to promote you to the rank of Captain.

My Lords desire that you will signify to the officers, seamen, and marines of the "Investigator," that their praiseworthy and exemplary conduct throughout a trying employ, entitles them to their Lordships' highest commendation; and that the return to their country of officers and men who have so worthily distinguished themselves, is anxiously looked for by their Lordships.

I have, &c.

(Signed) W. A. B. HAMILTON

VI.

Proceedings of the Squadron in the Arctic Seas, under the Command of Sir Edward Belcher, C.B.

No. 1.

Sir EDWARD BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, London.

H. M. Discovery Ship "Assistance," Winter Quarters, Northumberland Sound,
Sir, Sept. 22nd, 1852, Lat. $76^{\circ} 52' N.$, Long. $97^{\circ} W.$

BEING at this moment about to examine the coast (by sledge) easterly to Cape Becher and Hamilton Island, I take this precaution, in the event of any party from the "North Star" visiting our cairns, to afford the latest information of our proceedings.

On the 14th of August, as my despatch left with Commander Pullen would inform you, I quitted Beechey Island, leaving there Captain Kellett with his instructions, and who would see the "North Star" safely docked before quitting. Steering on, we passed up Wellington Channel without observing Baring's Bay or the deep indentations of the new chart, nor the Mount Franklin of De Haven. On the morning of the 16th we noticed a very remarkable pile on a hill, apparently the work of man, and immediately moved on in the "Pioneer," examined it, and obtained my first well-fixed position in these regions. The pile was found to be merely the remains of a dyke, which, being harder than the surrounding matter, had remained until it had acquired a height of 20 feet, about 14 in the meridian, and 6 feet E. and W. The position of our cairn, about 100 yards south of it, was in latitude $76^{\circ} 12' 52'' N.$, longitude $92^{\circ} 48' 42'' W.$, evidently the rise from the point where one of the searching parties observed in $76^{\circ} 13'$ distant about two miles west from us. But the bays, formed north and south, free from ice, do not exist in any manner worthy of more than slight indentations. The ice or snow (as the southern land is very low) must have deceived the previous visitors. I think I may safely say that not the most distant hope of any communication by sea exists in this direction with Jones's Sound. Although from the fogs and vapours, which were particularly noticed from the crow's nest on board, and by myself from the deck, exhibiting at times the appearance of smoke from fires,—I am inclined to suspect extensive lakes or arms of the sea, &c., running parallel to the northern land, and possibly connecting by some very narrow neck, but westerly, much as it would otherwise materially influence the tides in this region. I now speak determinedly in calling things by their proper names, at least if any tides are acknowledged in the English Channel—regular rise and fall, ebb and flood. Leaving this position, and having already made my mind up not to interfere with any land which could

have been seen and named by Captain Penny's people, I pushed on to the westward, reaching Cape Becher about midnight, where a deposit of forty-two days' provisions for ten men was well secured, and notice of our movement left. Passing westerly, we reached about 4 p.m. the extreme land. Here I erected a very conspicuous cairn, and from the summit, about 1,000 feet above the ice, obtained a view of the distant land, easterly and southerly to S.W., where it ceased, at what I shall continue to consider as Cape Lady Franklin, reserving the name of Sir John for the base of my hill. But from hence the view from Cape Becher was entirely cut off by an intervening point not less than twelve miles. The coast line, diminished much in length, will however accommodate Captain Penny's names, giving to the island next to me Cracroft, and Point Sophia, and the points of others his different names.

The land on which I stood being veritably newly discovered, I took possession in due form as "Mount Percy," and the territory "Northumberland of North Britain," at the same time naming the expanse of islet-covered sea beneath me, "Northumberland Sound."

The ice having closed in here on the outlying islands, compelled me to seek for security for the vessels which the Sound happily afforded; but as it continued to press in, no time was to be lost in selecting a spot where she might securely winter. This fortunately offered about three miles westerly, where the vessels are now well frozen in.

On the 18th I made an excursion to one of the highest peaks of the outlying north-western island, from which I obtained angles to Cape Lady Franklin, as well as to the southern and westernmost land, where it seemed to trend away S.S.W. true. The next very distant land bore N.N.E., about 30 to 35 miles, being nearly the computed distance which we were from Cape Lady Franklin. I specially remark these computed distances, to show that, under the most favourable circumstances, in this climate, and with first-rate instruments, I could barely at such distances, be sure of the objects presented to my view; and even then I asked my assistant to satisfy himself that it really was land which I took.

As far, therefore, as my observations from this point, and those of Commander Richards, from a much higher mountain, about five miles easterly of me on the main, are concerned, there is no visible loom of land between Cape Lady Franklin and the newly-discovered land N.N.E., or by actual observation $143^{\circ} 2'$ of the horizon. From the free motion of the tides and floes (in the direction here parallel to the channel, say N.N.W. and S.S.E.) I am satisfied that we are now in the Polar Sea, composed, in all probability, of a great archipelago of islets and sandbanks.

Time was now too precious to lose in waiting for open water for the ship; indeed, I judged correctly in estimating the "season" closed, and immediately determined on boat and sledge work. It was first intended to take two boats, but the former Arctic men thought that appearances indicated firm ice or floes. For my own part I determined to secure my great object of settling the position of all we had seen already, and of being properly prepared for further operations. The light ice boat, built after a model lent to me by Captain Hamilton, and named after him, was attached to my sledge. Commander Richards had the second sledge, and Lieutenant Osborn the third. Provisioned for twenty-one days, and with a precautionary depôt sent overland to a bay likely to afford shelter the party started on the 23d August. It was soon found that the pools and cracks between the floes could not be managed by one boat, and she little better than pasteboard as to thickness; a whale boat was therefore added. It is immaterial now to mention particulars, but on the 25th we landed on a low point, where the coast turns suddenly to the eastward, and discovered the remains of several well-built Esquimaux houses, not simply circles of loose stones, but two lines of well-laid wall in excavated ground, filled in between by about two feet of fine gravel, well paved, and withal presenting the appearance of great care,—more indeed than I am willing to attribute to the rude inhabitants of migratory Esquimaux. Bones of deer, walrus, seal, &c., numerous. Coal found.

The addition of the whale boat rendered the movements of the other party so slow, that I was compelled to move on singly, leaving Commander Richards to complete the coast-line search from his advanced station as long as his provisions would last (one sledge having swamped and spoiled the greater part). On the evening of the 27th August, the anniversary of the action of Algiers, I took possession of the first large island seen from the former station, naming it, in

compliment to the gallant Commander-in-Chief, "Exmouth Island;" the summit named "Milne Peak," our second in command. To the eastward of me lay a long table island, to which Commander Richards would repair and connect it without survey. From the summit of this island, 580 feet above the sea, and in latitude $77^{\circ} 15'$, I had anticipated the satisfaction of commanding a most extensive range. I was miserably disappointed, and after watching two successive days for hours through snow storms for merely some glimpse of the land I had now to seek. I was barely rewarded by ascertaining that an open sea of about seventeen miles would enable me to reach it, if the wind permitted; for the boat, when sledge laden, with tent, bedding, provisions, &c., was not very safe, even on the Thames above bridge. Fortune favoured us, and by aid of sails (tent bottom) and paddles, we reached our destination the next afternoon, after six hours' toil. The ice then moving on to the land completely entrapped us; but we were safe on terra firma. Thick snowy weather continued, with bright gleams at times, affording us occasionally glimpses of Exmouth and Table Islands. I took possession of this new addition to Her Majesty's territories under the title of "North Cornwall," in compliment to His Royal Highness the Heir Apparent. Waiting to secure the position, which was determined to be in latitude $77^{\circ} 33' 30''$ N., longitude about 97° W., and having ascended the highest point of land (within three miles N.E.) and satisfied myself that I commanded the north-west extreme for a radius of five miles at least, and that no land within the range of Exmouth Island (seventeen miles distant) existed westwardly of me, I returned to the beach; and, having hauled the boat overland to clear the ice which had entrapped us, launched in the open water, and pulled along the south-western line of the island about seventeen miles, where we landed and encamped for the night.

This position proved to be the southern angle of North Cornwall, situated in $77^{\circ} 28' 50''$ N. The weather still continued thick, with occasional snow falls, and hiding most of the objects which I was so anxious to obtain; indeed, barely sufficient of Exmouth and Table Islands to secure my position. But in the eastern horizon, where the sun at times shone brightly, I was enabled, from a very elevated position, to satisfy myself that no land was visible in the eastern horizon for thirty miles, and the eastern low extremity of this land, North Cornwall, about ten miles E.N.E.

Throughout this very interesting search not a particle of driftwood has been noticed since quitting Village Point, and not a trace of human beings. Animal life seems to fail after quitting Exmouth Island. It is possible that the snow may have covered many objects; but we noticed them even where heavier snow had fallen on Table Island.

If our unfortunate countrymen have "taken the floe, and drifted with it," their case is hopeless. If we may judge from the aspects of the floes, where they have come into collision, or where they piled themselves in layers over forty feet on the north-western extremities of the islands: the feeling was disheartening. We noticed nothing equal to it in Melville Bay.

Our only resource now is the close search of the coast line west and south-westerly, and north and easterly, for any traces of vessels or crews.

The tides in the parallel of $77^{\circ} 30'$ are regular east and west, the flood coming from the east, and that tide to the north appearing to prevail at a depth below the ordinary thickness of the floe, as we frequently noticed detached heavy masses drawing some eight or ten feet, passing rapidly and forcibly against the weather floe edge and a stiff breeze. The boat was on one occasion so forced to windward and stove.

Finding little chance of better weather, young ice forming, and our position being very precarious in such a frail boat, against the glassy ice even now on the surface, we took advantage of the lull, and fortunately effected our escape under great difficulty to Table Island,—the day following Exmouth Island, and forward, rejoining Commander Richards and party before leaving Village Point.

I cannot take leave of the little boat without expressing, in common with her crew, our admiration of her most perfect adaptation for the service contemplated. She had, it is true, sundry severe injuries; but, under Providence, we escaped and returned safely. She has yet, I trust, much to earn before she is laid up with her "honours due." She was named the "Hamilton," in compliment to Captain Hamilton, who kindly lent me the model from which she was planned. From our examination of this Northern Sea, I now feel convinced that the so-termed Smith's and Jones's Sounds are connected immediately with each

Northern Sea. If Franklin passed easterly through Lancaster Sound, to try the openings of Jones's or Smith's outlets, we may yet fall upon his traces, as my own spring movements will carry me in that direction. Commander Pullen or Mr. McCormick may have already in parts settled this important question; they were fully impressed by me with the importance of that course of search.

Our parties returned to the ship on the 8th of September, having been absent but sixteen days. It was satisfactory at all events to find, that the opinion I had formed of the season had been fully borne out, the vessels being securely frozen in from the period we quitted.

So rapidly indeed did the ice appear to be uniting in one common floe, that immediate preparations were made for sending out autumnal parties, with the depôts for the southern spring search. The 13th of September was indeed fixed for starting, but gaps were noticed from our hill, (one of the highest in this vicinity) which entirely stopped our proceedings.

Eventually on the 22nd, I determined on endeavouring to search closely by the coast-line between this and Cape Becher, as our rapid movement might have caused some little object to pass unnoticed—not probable.

This letter was intended to be deposited at the depôt there, for Commander Pullen. Circumstances, now to be detailed, prevented our getting more than one-third of the distance; our return we had to be grateful for. On the morning of the 22nd, the same sledges and leading officers started on this service unfortunately without a boat. Having reached and pitched our tents for the third night, on an island about twelve miles to the southward of Mt. Percy, or eighteen from the ship, the ice also betraying symptoms of great weakness; bad weather set in, broke up the ice, and cut us off from communication with the mainland for more than a week, reducing us to half allowance, and materially depressing the spirits of our men. Food we had in a walrus, which we killed; also plenty of fuel. But no one knew how long this imprisonment was to last; and the anxiety too often expressed for very low temperatures, was uncommon in these cold regions. At length our wishes were in some measure realized; the comminuted floes froze once more into ice that bore, and we escaped to the main, skirting its edge until we gained a safe landing at night, after sundry unpleasant escapes. Further expeditions this season were cut off, not only by the severity of the cold, but by the sea maintaining a temperature which prevented heavy ice from forming.

I now (having retained this letter) proceed to add my observations on our late cruise. The subject is one which requires but little comment, viz., the visual discoveries of Penny. It is my wish to give him every credit, for he is entitled to much for what he has done. He has evinced a masterly and vigorous intellect, beyond the usual powers of men not educated for surveying operations. Here, however, I cease.

It is probable that he saw beyond what he had any right to see; but our longitudes, &c., will evince, not in the right direction. Therefore, although I disclaim any mathematical right he has, I willingly give him up all his possible radius of vision from any point which we can see, and from which, although never visited by him, we might be seen.

I have, therefore, throwing overboard the true bearing as well as the possibility of his seeing our points of the termination of the Queen's Channel, retained the names of Sir John and Lady Franklin as our turning points (notwithstanding an island intervenes, cutting off Cape Becher at about twelve miles to the southward). The names he has given may be scattered over the intermediate points.

On my return the ship was housed in, stores landed, and every preparation made for winter. As it had been intimated to me, that magnetic observations on a complete scale during the winter, would be important, an observatory was constructed on shore, and the declination magnetometer set up. I am happy to say, that volunteers from both vessels are engaged upon this delicate but tedious duty; and I trust that our records may be able to tell their own tale.

As my next despatches will be sent by the spring travelling parties, to meet Captain Kellett to the S.W., and Commander Pullen to the S.E., I will wait until the period for starting arrives, when I hope to be able to state our prospects and intentions more fully.

I have, &c..

EDWARD BELCHER,
Captain Commanding Arctic Expedition.

No. 2.

Captain Sir E. Bletcher, C.B., to the SECRETARY of the ADMIRALTY, London.

H.M.S. "Assistance," Northumberland Sound.

Sir, I am pleased to acknowledge the receipt of your letter of April 9, 1853.

As it is possible that either the officer despatched by Captain Kellet, or that from Commander Pullen may call at the cairns where these letters may be deposited, in conformity with instructions given to those officers on the 14th August last;

I have now to acquaint you, in continuation of my last (which accompanies this) for the information of my Lords Commissioners of the Admiralty, that but one case of sickness and death has occurred in this division, viz., that of William Cutbush R.M., who departed this life on 27th February, after a long and tedious illness of diseased lungs, aged thirty-four.

This is the third of the selected marines of this ship, unfit for this service.

The crew generally have been maintained in good health and working condition, and at this present moment are prepared to start on the sledge duties.

Between the 22d and 29th ult. I pushed over a depôt of provisions amounting to 1,224 rations; or fifty-one days for twenty-four men (to Cape Lady Franklin). The party was commanded by Commander Richards, and returned in good spirits without a casualty, which, at this early season is, I believe, almost without precedent.

The winter has been severe, as low as $-62^{\circ}.5$; our spring, or first part of March severe, as low as $-57^{\circ}.5$, and again as high in a few days following, as $+27^{\circ}$; mean of ten days consecutive, $+9^{\circ}.5$.

The general opinion I have been able to form as to a very early and mild season, has determined me on sending forward the south western searching division under Commander Richards and Lieutenant Osborn, with four commissariat sledges forthwith. These commissariat sledges will, seriatim, continue to victual the detachment for periods of five, eleven, sixteen, and twenty-two days; at the end of which time Commander Richards and Lieut. Osborn, will be left with forty days' provisions each, having, it is to be hoped, searched 200 miles.

The first sledge returns to the ship on the tenth day; second, on the twenty-second; third, on thirty-second; the fourth on fortieth day from the date of setting out.

I purpose moving nearly about the same time (or possibly waiting for the return of the first sledge) to the N.E., following up the search of last season towards the head of Baffin's Bay, where in all probability I may meet with some one from the "North Star."

Until the ice breaks up, possibly June or July, it is quite impossible to form any plans for the ship. Indeed, much will depend on the great western movement of the ice before any navigation can be risked in these seas, where the tide has such fatal influence if caught outside any of the curves of shelter afforded by the islets between this and Cape Becher; and then it must be on the eastern sides of them (the islands).

At this moment the amount of provision remaining for this part of the squadron is as per enclosed.

All are in good working condition, and as far as a general surgical examination (1st and 14th each month), no decided cases of scurvy have appeared—softness, tenderness, and sponginess of gums, and in one or two cases oedematous swellings in those of a scrofulous habit, have been noticed and watched; but otherwise I should be disposed to think that the crew are in better condition than they were in August last. Mustard and cress, beer brewed on board, added to the other supplies furnished by Government, occupation and amusement—all have aided in keeping up the spirit of enterprise and eagerness to depart on the present search.

In sending forth these detachments I feel that they are composed of no ordinary men. From the period of commissioning to the present day, punishment is almost, I believe, unknown; in fact, I do not believe that any cat was ever constructed! Considering, also, the deficiency of any species of police, and the peculiar license permitted on this service, it appears as if the crews controlled themselves, or were restrained more by moral influence than on other service.

One copy of this goes to 77° N., longitude 105° W., to meet Captain Kellet.

Returned within a few hours of her time.

or his officer, the other to Cape Becher, to meet any vessel by Commander Pullen; but it is even possible that the ship may reach Inglis Bay, should the duty be complete here, before the latter can be taken away.

Our movements from thence will materially depend on the reports given by the officer on the state of the ice in Wellington Channel.

If we succeed in effecting all we contemplate in this region before the 1st of July, there will be nothing to detain us here. But if Captain Collinson's expedition should have made any progress easterly, it can only be in this northern parallel that he would stand any chance of escape.

Our position is safe, and might be maintained as a depôt, if instructions reached in time: the men might be exchanged, &c. But once moved from hence, I do not think any safe position could be found until reaching Sir Robert Inglis's Bay (Cape Becher).

As the sledge crews are ready to start, temperature -4° , and rising, I must close, assuring their Lordships that I have every hope that the duty ordered will confer further credit on the officers to whom I have entrusted it.

My own health, thank God, is good, and will, I trust, enable me to execute all that may be wished, either under the present or altered instructions.

I have, &c.

EDWARD BELCHER, Captain
Commanding the Arctic Squadron.

Sledges started 4 P.M., 10th April.

Postscript.—20th April 1853.—Mr. Loney, master, with Mr. Allard, master, "Pioneer," despatched to place a depôt to N.E., returned yesterday: all well, no casualty, and successful.

Mr. Grove (mate,) first return from Commander Richards, arrived to-day: all well, as per letter of Commander Richards enclosed. A tracing of the newly-discovered and corrected land, with lines of search, accompanies this—I hope but a foundation for something of more importance before July next. All are well, and continue to execute their duties, which, when complete, I hope to lay before their Lordships according to their merits.

I am, &c.

EDWARD BELCHER.

No. 3.

Dr. LYALL to Captain Sir E. BELCHER, C.B.

H.M.S. "Assistance," Northumberland Sound,
Sir, Lat. N. $76^{\circ} 52'$, long. W. 97° . 3d May 1853.

IN compliance with the orders left by you that I should report to you by letter my proceedings since leaving the ship on the 10th ultimo, with the division of sledges under the orders of Commander Richards, so that a copy might be forwarded to Cape Becher along with the despatches for the Admiralty, I have the honour to inform you of my return to the ship this day at 11 A.M., having accompanied Captain Richards's party as far as lat. N. $76^{\circ} 27'$, long. W. $108^{\circ} 18'$.

On Sunday the 16th of April, at 4 P.M. I left the ship, in charge of the sledge "Lady Franklin," in company with the sledges "Sir Edward," "John Barrow," "Reliance," "Success," and "Enterprise," the whole under the orders of Commander G. H. Richards.

The first night we encamped on the north end of Spit Island, about six miles from the ship. On the night of the 14th, we were about two or three miles from the depôt on Cape Lady Franklin, on the south shore of Queen's Channel. On the 15th, we crossed the entrance of a channel running to the S.W.; and on the afternoon of the 16, the sledge "Enterprise" (Mr. Grove) deposited on the land a five days' depôt for the other sledges: and on the morning of the 17th, started on his return to the ship; the others at the same time proceeding to the westward.

Our course was at first to the northward, afterwards to the southward of west, steering from point to point of the land.

At 4 P.M. of the 24th, we reached a level plain running out from a high hill which we had had in sight for some days previously, and which has for the present been called Cape Fortune. This, by Captain Richards's dead reckoning,

is situated in latitude N. $76^{\circ} 27'$, longitude W. $103^{\circ} 16'$. Here we buried our six days' depôt for the other sledges, covering it up with earth and small shingle, there being no stones in the neighbourhood.

On the morning of the 25th, the Lady Franklin started on her return to the ship, and reached the first depôt on the evening of the 29th. On examination, it was found that, although strongly built of a double wall of stone, the top and part of one side had been pulled down, and several things taken out of the cairn; but the only sign of any serious damage done was an empty box, which was supposed to have contained a mixture of stearine and oil for fuel. The articles taken out were replaced, and the cairn strengthened as much as possible. There were numerous tracks of bears round the place.

Finding that this depôt had been discovered, it was thought it advisable to examine the state of the grand one at Cape Lady Franklin. On reaching it on the morning of the 1st of May, I found that the bag had been torn in pieces, two oars broken through the middle, two large casks and a small one rolled away from the side of the boat, and a number of preserved meat tins pulled out from beneath it. Some pieces of wood, the end of an oar, and a leather thong were found deeply marked by the teeth of some large animal; but so far as we could see, no damage had been done to any of the provisions. The only tracks of animals visible were the fresh foot prints of foxes around the boat, and of deer in the vicinity, but no doubt this must have been the work of bears or wolverines. We replaced the casks, &c., and then started for Northumberland Sound, following the old sledge tracks as closely as possible. Next afternoon, when within about four or five miles of Spit Island, we found that the weight of snow on an old pack had broken it down in several places. There were large cracks and holes through the ice, and the surface was in many places covered with water, in consequence of which we all got wet feet, and two of the men fell into water holes. On reaching Spit Island we encamped for the night, and on the morning of the 3rd started for the ship, where we arrived at 11 A.M. On our way we found that there was open water between Spit Island and the low island, about half a mile to the northward of it, as well as between the south end of the former island and the opposite point, so that, in all probability, the ice surrounding this island will break up very early in the season.

Although we had the temperature for three successive days, 20° below zero, when we started in the morning, and although on one of those days we travelled for some hours against a strong breeze, we were fortunate enough to escape with only superficial frost-bites of the face, fingers, and toes, none of which incapacitated the men from work. Besides these some slight cases of illness occurred, but not of such consequence as to prevent the men from sticking to the drag ropes.

The only person sent back as unable to do his duty was George Harris, A.B., of the "Pioneer," attached to the sledge Reliance, who complained of cough, pains in the chest, and cramps in the region of the stomach. Thomas Marshall, coxswain of the launch, H. M. S. "Assistance," and one of the crew of the sledge Lady Franklin, was sent to the Reliance in his place.

At none of the points of land at which we touched was there the slightest trace or indication of man, civilised or savage, ever having been there. The foot prints and dung of deer and hares were common, and eleven or twelve of the former and one of the latter were seen, and some of them fired at, but none were killed. The deer were said to be entirely white, with the exception of one buck, which had a brown spot between the shoulders. At Cape Fortune we saw the track of a large animal, supposed to be a musk ox.

During our progress to the westward, we did not see any footprints of bears; but on our return found them numerous and of several sizes, apparently following the outward bound sledges. One night two of them had been within twelve or fifteen yards of our tent, although the gun which we had with us gave us no hint of their vicinity. We occasionally crossed the track of a fox, and found numerous marks of lemmings far out on the floe. One of the latter, caught about five miles from the nearest land, was the only animal killed during the journey.

The geological formation of the country to the westward, from Cape Lady Franklin, is chiefly of a coarse grey sandstone, forming gently sloping hills with intervening valleys and plains, in some places covered with soil. In places where the land was clear of snow, it was found covered with last year's plants, chiefly saxifrages, poppies, and grass and several species of lichens and mosses.

Having now given you a general summary of my proceedings whilst attached to the south-western division of sledges, I shall reserve the details of my journal for your return to the ship.

I have, &c.,

D. LYALL, M.D., Surgeon.

No. 4.

Lieutenant CHEYNE to Captain Sir E. BELCHER, C.B., for transmission to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship "Assistance,"
Winter Quarters, Northumberland Sound,
Latitude $76^{\circ} 52' N.$, Longitude $97^{\circ} 0' W.$

Sir,

8th May 1853.

I HAVE the honour to report to you proceedings up to the day of my leaving this for Cape Becher, with your despatches, letters, &c., for England. Dr. Lyall, in command of sledge "Lady Franklin," arrived on board Her Majesty's Ship "Assistance," at 11.30 A.M. on the 3d instant, having accompanied Commander Richards in the western division to a cape named (pro tem.) Cape Fortune, situated in Lat. $76^{\circ} 27' N.$, and longitude $103^{\circ} 18' W.$ In accordance with your order, I have opened Captain Richards's official note addressed to you, and herein transmit a copy.

"Cape Fortune, latitude $76^{\circ} 27'$, longitude $103^{\circ} 18' W.$ nearly."

"Sir,

"Sunday, 24th April, 1853, 5 P.M."

"I HAVE the honour to report to you the arrival of the Division under my command at this point, which I have named (pro tem.) Cape Fortune. Dr. Lyall will leave to-morrow morning for Northumberland Sound, with the 'Lady Franklin.' Since parting with the 'Enterprise' sledge, we had been passing along the north shore of a group of islands, named by me the Deception Islands; that coast has been satisfactorily examined, but no trace has been discovered of the missing expedition. The strait or sound between these islands and Cape Lady Franklin, I reserve for examination on my return. The coast, so far as we have come, is deeply indented with bays and inlets, but as all the floe we have been passing on is old, I hope to be able to complete them all with the assistance of Lieutenant Osborn during the present season. By the 'Lady Franklin' I send back George Harris, of 'Pioneer,' belonging to the sledge 'Reliance,' who has been suffering from cold and cramps, and is totally unfit for the arduous service. I have retained Thomas Marshall of the 'Lady Franklin' in his stead, otherwise, I am thankful to say, we have no casualties. From my second Lieutenant Osborn, I am receiving that ready support and valuable assistance which his experience and intelligence render him so well qualified to give me, and I have every reason to be satisfied with the conduct of all comprising the Division."

"I have, &c.,

"GEORGE HENRY RICHARDS,

"Commander, Commanding South West Division."

The opening in the ice that had made between Spit Island and the south extreme of this sound, has enlarged a little, and the ice in that direction wearing away fast, so as to be unsafe in many places to walk over. It promises an early break up. Mr. Herbert's sledge the "Success," will be due on the 17th instant; a boat will be in readiness to meet him at Spit Island, in case the ice should become worse at the north west end of it. The duty of the ship is proceeding as speedily as our very small force will allow. Everything is going on satisfactorily. I start this evening for Cape Becher again, with the letters, having got good independent and equal altitudes for rating the chronometers.

I have, &c.,

JOHN P. CHEYNE,
Lieutenant and Commanding Officer.

is not to be opened by any officer but Commander Pullen, (or his superior) until it reaches his hands.

Captain SIR EDWARD BELCHER, C.B. to Commander PULLEN, or any officer sent to communicate with Cape Becher.

Her Majesty's Ship "Assistance," April 21st, 1853.

The keg contains despatches for Commander Pullen and the Admiralty. It is not to be opened by any officer but Commander Pullen, (or his superior) until it reaches his hands.

The despatches enclosed to Commander Pullen will be opened by him, where he will find further instructions.

All letters, public or private, are to be enclosed in one official cover, and sent on Her Majesty's Service to the Secretary of the Admiralty, from whence they will be duly forwarded; and no person directly or indirectly to communicate with England but through this channel, in order that Her Majesty's Government may have the earliest information, and be prepared to furnish correct information.

This may prevent much unnecessary pain and inconvenience to the friends of those interested in our labours.

Commander Pullen and all officers will see that these instructions are rigidly carried out.

It is probable that the "Assistance" will be at or near Cape Becher during the month of August; therefore, any despatches which may arrive, are to be forwarded to meet the ship by the eastern side of Wellington Channel, calling at Point Hogarth, which will be a principal rendezvous. At all events, as the distance on the present position, where the ship may be ice-bound, is not more than four day's easy march, the officer should be instructed (and provisioned) to move on and communicate with me. Indeed, this duty must be imperative, as the final determination of my movements must depend on the co-operation of the external divisions, should it be found necessary to abandon the vessels next season.

The officer leaving this will deposit such a track chart, as will enable any one moving beyond Cape Becher, readily to find the ship.

He will also leave on his cairn record, any additional information which he may have to communicate.

The records are to be copied, but on no account removed, as they are especially intended for parties arriving from the westward, who may unfortunately miss our quarters.

Given under my hand, on board Her Majesty's Ship "Assistance," this 21st day of April 1853.

(Signed) EDWARD BELCHER,
Captain Commanding Arctic Squadron.

N.B.—If it should be necessary to forward an officer on to me, I wish Mr. Alston (mate) to be entrusted with that duty.—E. BELCHER

If the officer who calls for these despatches has the means of keeping them safe and dry, he can take them out of the keg.—E. B.

By Sir Edward Belcher, Kt., C.B., Captain of Her Majesty's
Ship Assistance, and Commanding the Arctic Squadron.

Whereas sudden opportunity may offer to forward to the Admiralty the documents connected with this service, and moreover, enable me to detail effectually the operations of those under my command.

It is my direction, that every officer in command to call upon each officer entrusted with sledges or other detached service under him for full written reports or journals, within a reasonable period after the return of each officer; and that such reports be duly forwarded under cover, to me, duly signed, at Beechey Island, by every possible opportunity.

The state and condition will also be forwarded, with contents, &c. on the envelope. These will be opened, copied, and forwarded by Commander Pullen, or the senior officer in my absence. But the originals are to be reserved until my return.

Given under my hand, on board Her Majesty's Ship "Assistance,"
Northumberland Sound, 20th April 1853.

(Signed) Edw. BELCHER, Captain.

To Captain Kellett, C.B.

The Commanders and all others within the limit of
the Arctic Circle, or who may arrive, or have arrived.

No. 6.

Captain Sir E. BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, London

Her Majesty's Ship "Assistance,"

Sir, Northumberland Sound, 28th April, 1853.

THE return of Lieut. Cheyne without dispatches, and the annexed notes of Commander Pullen, leave me so utterly in the dark, as to prevent my merely stating more than that I have learned of the arrival of Commander Inglefield, and that despatches had been deposited for me at Cape Becher, as well as at Point Phillips.

From a newspaper I gather the intelligence that Commander Inglefield has taken charge of the "Isabel," vice Beatson; and coupling her motions with those of the "Prince Albert," my instructions relative to her, and the total silence of Commander Pullen as to the contents of the said dispatches, &c.,—I cannot imagine that anything can possibly be contained therein at all affecting the important duty entrusted to me.

I have already lost ten valuable days of this very short season, and intend, without further delay, starting on the 1st May, as in my former communication. As the note of Commander Pullen will not entitle me to expect any officer of his at Cape Becher before the 20th May, I shall take care before that period, to have the latest information deposited there, and if possible, so arrange, that both officers shall meet and converse, as well as find the missing documents. After a very careful consideration of all that Lieut. Cheyne has to communicate, I am not inclined to blame any one until the error is discovered; but on such a service, and regarding a dispatch which might affect the safety of ships and lives, I feel that I should do wrong if I did not impress on the minds of the defaulters, when discovered, that, when they volunteer for service which entitles them to honour, chance of promotion, and high pay, the country demands a very strict adherence to the essential duties.

I shall leave full instructions with the officer left in command to report fully the latest information received from Commander Richards (through Commander Pullen), with any other matter of importance.

At this moment all the stearine, and great part of the spirits of wine, have been expended for the duties ordered.

The available fuel now on board is:—

Alcohol, 38 gallons.

Hog's lard, 112 lbs.

Fat from bacon, 100 lbs. }

Tallow, 100 lbs. }

Seal oil, 38 gallons. }

Not supplied for sledge fuel

Pemmican, none.

Chocolate paste, none.

Sweet chocolate, 15 lbs.

Essence of coffee, 48 half-pints.

Therefore, in the event of these vessels being ice-locked at the period they may attempt a release (even this year), and a further detention before I should feel myself warranted in abandoning them (which in my opinion will never be necessary), the necessary fuel for a march of at least 30 days for twelve sledges, should be forwarded from the "North Star". As Commander Pullen will copy this, he will of course understand this necessity, and if possible provide for it. He will probably learn further of Captain Kellett's position, and whether he may be similarly circumstanced,—which I think, if he attempted to reach Melville Island, will be more probable than in this channel.

Under all these circumstances, of course their Lordships will be better able to judge, from the final report of Commander Pullen, whether from information received or not from Captain Collinson's division, it may be prudent for us to place in depot as far west as this such necessary supplies of the materials absolutely necessary to support their travelling parties, and enable them to advance, should we shift easterly. As to their vessels making any way easterly to the southward of 78° N., I see no possibility. The travelling parties would probably find our southern cairns, and move on for this or Cape Becher.

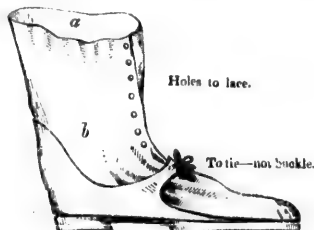
Independent of sustaining the men by food, it is of infinitely greater importance to look after their feet. The natural spirit of the man will carry him forward if he has a foot for travel; but the want of travelling boots, the chafe of the feet, and frost bites, may cow the strongest and most active, when he would be a dainty to him, and that even without cooking, in so far as sustenance of the body and freedom from scurvy is concerned. If their Lordships should have occasion to order any supply of such articles, I would venture to suggest that they should be got up by "Mr. Kilby," shoemaker at Woolwich, with whose boots all the officers of this, as well as those of the last expedition, have been supplied, and found to succeed. Those from Government are very inferior to his.

It is necessary that they should be made of canvas, or of some very strong and pliable material, with leather soles, and thin inner cork soles. If they could, above the welt line, be protected by gutta percha well covered with fine emery dust, I think they might last longer; but in severe cold, gutta percha is bad.

It is only for spring or autumn travelling that such boots would be available.

They should be made so free, that one of Kilby's boots (as made for us) covered with one blanket wrapper (which Captain Austin can explain) should go freely into, with space to spare at the toe part.

The compression to take effect across the foot at four inches from the toe. Instead of his simple strap a strengthening piece at heel, to prevent its falling there, and crippling or chafing the heel, as in the annexed sketch.



a very full, to go outside trousers. b loose here, to admit feet easily. Not high-soled; it cripples the ankle.

The supply of "Blankets for wrappers," by some oversight, not supplied. The squadron are very short of them.

I deem it my duty to suggest to their Lordships that, in the computation entered into for the execution of this service, it was hardly contemplated that any great number of men would have to be provided for "as travellers on the floe," and that the scheme of my predecessors was assumed as that competent for the duty.

But, in the absence of other information, we have to provide for the wants of others (Captain Collinson's division) more in need than we shall be; and if, as a matter of precedence, they must of course be first forwarded, we can remain by our ships until relieved. But it is my duty to state that the supplies are now barely adequate for the relief of our own crews; and that if, at the expiration of this season, any of Captain Collinson's or Captain Kellett's division should require our aid, we shall not be able (unless we clear the ice) to make any satisfactory arrangements (I mean for sledging duties).

On the 1st August 1854, by my instructions, I am to be prepared (the acts of Nature not interposing) to resume the command of my dispersed squadron at Beechey Island, "if twelve months' provisions remain."

But when H.M.S. "Resolute" and "Intrepid" were detached so far west as Melville Island, it occurred to me, as it does now, that those vessels are more likely to be ice-locked, and at all events their crews more distressed than those with me. Between the years 1848 and 1851 that channel was not navigable. The season of 1852 was fine, possibly beyond precedent; and yet I have my fears, since I have heard of the accident (no official report) to the "North Star;" indeed, I contemplated such an event on the 1st October last, when I was detained at Hungry Island for nine days, cut off from all escape until the ice re-formed or the water opened.

I herewith enclose the scheme of travelling parties at present moving, and trust that the spaces covered by them will set at rest finally and conclusively this most exciting mission.

If Sir John Franklin passed through this channel to the southward of Barrow and Parker Islands, and met the floe moving westerly, he never could reach, as far as we can discover, any place of refuge, and in all probability drifted into the Polar Basin, and may be anywhere within 78° and 90° N., if not forced out by the north of Greenland or Spitzbergen.

But with his energy, with the open sea before him, I can only judge from my own condition under very similar circumstances, he could not and would not stop to erect any cairns between Cape Becher and Crescent Island, or Baillie or Hamilton Island and Cape Lady Franklin. If he could not, as we did, haul in and secure shelter, no other chance remained but to drive where the floe carried him; and the mind of any man contemplating its force here, leaves nothing but destruction as the almost inevitable result.

I have, &c.

EDWARD BELCHER,
Captain Commanding Arctic Squadron.

Sick—none: "All well."

No. 7.

Commander PULLEN to Captain Sir E. BELCHER, C.B.

Dear Sir,

Cape Becher, 10th April 1853.

I beg to inform you of my arrival here this morning. Finding that from the unfortunate position in which my ship has been placed, rendered it so difficult to carry out your order to the very letter, was my reason for leaving so early, so that to ensure no detention to your parties on their arrival here; and, as I

K

leave dispatches* at the extreme place of rendezvous, they will have only to deposit theirs without waiting for my party, as it is possible they may not reach by the day named (11th May), as I shall only be able to send one, and to this place.

Should I get back in time, I will send you a detailed account of this journey; now only saying that it has been a very heavy one, and not without damage to our gear; for off Point De Haven both sledges—(*sic*).

I left the ship on the 21st ult., and have been particularly favoured with weather, but from what I have seen of late, think the ice about here will soon break up. Yesterday, between this and Dundas Island, there were many holes of open water, and a walrus lying at one; the ice not more than six inches thick. I was obliged to leave the sledge three miles from this, carrying by hand the dispatches the rest of the way; so heavy was the ice, and having only five days' provisions left, feared the time was too short, as we had only started from our depot at De Haven with fifteen days', and the standing part of them expired.

I shall turn back for the ship to-morrow, and pass to the eastward of the Island, in hopes of finding a better road; pick up my party, and expect the 20th or 22nd will see us on board. Such a journey as this one has been I hope never to see again. I do not think I would wish my greatest enemy greater harm than to travel over it as we have done; and I candidly say, that on any other occasion I would have given up long ago.

I am, &c.

W. J. PULLEN.

P.S.—Mr. Penny's boat I found south of Point Phillips, in latitude 75° 30' N. There was a little bread in her, about 50lbs.; three 1lb. tins of soup; about 3lbs. of tea, a little salt, and tobacco. He says in his notice, "ten days' provision" left, also clothes; but unfit for any one in Arctic weather.

No. 8.

Cape Becher,

Sunday, 10th April 1853.

Commander Pullen arrived here this morning, with a travelling party from the "North Star," and deposited dispatches for Sir Edward Belcher underneath; together with letters and newspapers from England, brought out by Commander Inglefield. Duplicate copies of the dispatches will be found at Point Phillips.

As the "North Star" was driven on shore last September, and not able to get off again, one party or more will leave her, and not before this one gets back will not likely be here by the 10th of May. They will come the Baring Bay route, as it is very likely the ice to the westward of the Islands will be open before that time. Captain Pullen left the ship on the 21st March.

Mr. Penny's boat is on the south side of Point Phillips, in lat. 75° 30' N., with a very small quantity of provisions in her, about 50 lbs. of bread.

The travelling has been very heavy, particularly on the western side of the Islands.

To the Officer commanding the Sledge from

H.M.S. "Assistance" or "Pioneer," &c.

10 days.
10 back.
—
20 days.
20 back.
—
1 May.
Probable date, 20th
May.—E. BELCHER.

* Dispatches.—As he has copied those for me, makes no allusion to their contents, and, moreover, observes that my party will only have to deposit theirs, I suppose nothing therein contained affects my motions in this quarter.—E. B.

NORTH-EASTERN SEARCHING DIVISION.

(THE CAPTAIN.)

The present orders for the North-east Division—now modified by the necessary loss of time to send again to Cape Becher (loss 7 days) :—

1 is The Londesborough	-	9 men and officers,	40 days,	360 rations	-	5
2 „ The Dauntless	-	8 „ „	40 „	320 „	-	5
3 „ The Enterprise	-	11 „ „	50 „	550 „	-	5

The Enterprise feeds - 28 to the present depôt 5 days, possibly 5 - 10 - 6
 completes and advances $28 \times 10 \text{ days} = 280$
 return - 100

r. Deposits
 $380 - 550 = 170 = 10 \text{ days' return.}$

Returns to depôt and home - - - - 1 and 2 „ 10

The Dauntless victuals No. 1, 10 days = $17 \times 10 = 170$ rations.
 8 men back, 10 - 80 „

250
 320

No. 1 deposits - - 70 10
 20

Return rations, 10 days = 90

The Londesborough will then have : Ice-boat deposited.
 - 38 days—
 advance - - 19 19
 return - - 19
 45

Clear advance at the lowest average 8' per diem = - 360
 and return - - 720

On the return of the Enterprise - 11 men.
 Aided by the Lady Franklin - 11 „
 And Perseverance - - 11 „
 And victualled for 30 days each.

The whale-boat will be advanced, and the surplus provision of two of these available for further boat service. Should the ice, and our then state, permit of our making further examination of North Cornwall, Dr. Lyall, with the "Lady Franklin," will be at the depôt. Men can be exchanged; returned to ship; and further supplies, if requisite, forwarded.

E. BELCHER, Captain.

Left Ship	Ship.	3 d.	11	18	22	27	32	37	42	47	51
10th April, 4 p.m. to return 20th.	Damless.	0	0	0	0	0	0	0	0	0	0
3d May.	Lady Franklin.	0	0	0	0	0	0	0	0	0	0
17th "	Success.	0	0	0	0	0	0	0	0	0	0
25th "	The Reliance.	0	0	0	0	0	0	0	0	0	0
May return about 15th to 20th July.	{ John Barrow. Sir Edward.	0	0	0	0	0	0	0	0	0	0

A whale boat is deposited with large depot of provisions, 51 days for 24 men, on Cape Lady Franklin, so that they will be safe, and if not fatigued, ready to complete the coast easterly to Dr. Suiberland's furthest visit, Barrow and Parker Islands, and be back in time to move the ship, if required.

The *Damless*, *Lady Franklin*, and *Success* will, on their return, proceed on service easterly.

The *Reliance* leaves ice-boat, takes back 22, and deposits enough to complete the two long parties at 3 and 4, taking the same quantity from No. 2.

The *John Barrow* is provided for by each depot, for the number of days' advance, heavily laden.

Advances 5 days. Leaves 80 rations: 40 Sir E. 4

John Barrow returns from this depot: from hence Commander Richards is dependent on his own resources, having 40 days complete.

It is my wish that he should keep Lieut. Osborn with him; but if the season and any other advantages offer, he will then be the best judge as to what he ought to decide on.

His orders are open to the best service construction, and I have full confidence that he will act prudently.—J. B.

EDWARD BELCHER, Captain.

Captain Sir E. BELCHER, C.B., to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Ship "Assistance," on return to Beechey Island, westward of Baillie Harbour, and about ten miles east of Cape Becher.

26th July 1853.

Subject—Movements of the Squadron searching for Sir J. Franklin and others.

Sir,

THE very unexpected arrival of Commander Pullen in his boat off Dundas Island, just as I had recovered my despatches (deposited for him at Cape Becher in May last), places me in the position of addressing to their Lordships a very hurried dispatch.

First, because a mile gained in this dreaded strait is a consideration risking wintering here. Next, Commander Pullen has to return by the west of Dundas and Hamilton Islands, and I cannot strain his crew by carrying them much out of their way.

After my despatch of April last, I proceeded to the N.E. as far as the connexion with Jones's Strait, in 90° W., where I found the sea open, and all progress obstructed on 20th May. Polar Sea, as far as the eye could range, from 1,500 feet elevation, "rough sailing ice."

This elevation is in latitude $76^{\circ} 31'$, and about 90° W.; but the whole survey, I trust, will be (on a half inch scale to one mile) ready for transmission before the 1st September, at which date I purpose sending one of the vessels home.

Being cut off by sea, I now pursued an opening from Cape Separation (nearly north twenty miles of Prince Alfred Bay), and reached Wellington Channel.

Next, having noticed loom of land from the high land of Britannia Cliff, started from Princess Royal Island, and reached the westernmost in $78^{\circ} 10'$ N., calling the group Victoria Archipelago; and the easternmost, forming the channel to Jones's Strait, "North Kent," in honour of his Royal Highness the late Duke.

Reports of "open water." The reception of the missing despatches and other causes rendered my return to the ship, to look out for the interests of those still absent, imperative.

I reached the ship without casualty on the 22d June, after an absence of fifty-two days, bringing my men back in good working condition, and not subjects for the list.

Commander Richards performed his work nobly; so did Lieutenant Osborn, his companion.

In the first place, by a curious preconception, he deposited his despatches for Captain Kellett on 30th April at a point in $76^{\circ} 32'$ N., $105^{\circ} 4'$ W.; my point agreed on being 77° and 105° . After having advanced 120 miles, he met Lieutenant Hamilton seeking these despatches. He forthwith put him en route to obtain the despatches, to overtake Lieutenant Osborn, and by these means place me in possession (by the return of the "Reliance" sledge) of the important and, to their Lordships, doubtless pleasing intelligence of the safety of the "Investigator" and crew at Banks's Land (as per document directed to be forwarded by Commander Pullen), having nearly accomplished the ^{N.W.}_{N.E.} Passage!

Commander Richards, finding that Commander M^cClintock had poached upon his ground, instantly came to the determination of visiting the "Resolute," and obtaining all the requisite particulars relative to the "Investigator."

By this course he laid down the shores of the eastern side of Hecla and Griper Gulf, and on his return came up Byam Martin Channel, proving its connexion with our Polar Basin.

Operations for cutting out were complete, when, having despatched a cutter by calculation to render assistance, she fortunately met Commander Richards at the critical moment, and, after an absence of ninety-four days, I had the pleasure of taking him by the hand at the mouth of our canal on the 12th July.

That night, both vessels being afloat and ready, everything was embarked; and on the 14th July, eleven months from leaving Beechey Island, the vessels, again free from accident of any kind, were in motion on their proper element. Forty-eight hours brought us half-way to Cape Becher; two more days to the land-floe to Cape Acland, near Sir H. Inglis Bay; and to-day, ten miles beyond Cape Becher, with still ten miles of open water in advance.

Lieut. Osborn rejoined on the 15th, after an absence of ninety-seven days, having worked for the position said to be attained by Messrs. Goodsir and Marshall on the south shore, but without meeting any of their cairns or marks, even until John Barrow Hill bore north (true).

I have directed the "North Star" to take home, at the earliest safe moment, the officers and crew of the "Investigator" should they arrive, which I trust Captain Kellett will direct; as I do not conceive, looking to their Lordships' intentions, that any further expense should be incurred by the detention of that vessel and crew merely for the purpose of awaiting the movement of the ice for twenty seasons. I earnestly hope, however, that she may fortunately be released this season, and I have that full confidence in Captain Kellett that such a desirable termination will not be lost sight of, in connexion with the return of his own vessel this season.

The circumstance of the progress of Commander M'Clure, and the probability of Captain Collinson following up his track, must certainly affect my instructions, and I confidently look for dispatches to guide me in the altered state of affairs on my return to Beechey Island.

I have said sufficient of my leading officers to make their Lordships aware of their ability and zeal. At the end of this service I hope to be able to report of the general conduct and abilities of all the others.

Fully trusting that their Lordships will feel satisfied not only that all has been done, but that we are ready and willing to do more,

I have, &c.,

EDWARD BELCHER,
Captain Commanding Arctic Squadron.

No. 10.

Her Majesty's Ship "Assistance," July 26th 1853,
Off Cape Becher.

Sir,

I HAVE to acknowledge the receipt of your several despatches, from April to the present, terminating with the recovery of the "North Star," and your general movements; and at this hurried moment, and unable to refer to dates, which will hereafter be duly acknowledged, to inform you that your movements and correspondence have elicited my complete approbation.

I have &c.

EDWARD BELCHER,
Captain Commanding Arctic Squadron.

To Commander Pullen (present),
Her Majesty's Ship "North Star."

No. 11.

Her Majesty's Ship "Assistance," off Cape Becher,
26th of July 1853.

Sir,

HAVING rendered to me copies of communications between Captain Kellett, Commander M'Clure, and myself, forwarded by him;

You will transmit the originals to England, either by the first conveyance which may offer, before the 1st of September next, or take them with you should you proceed in pursuance of my orders.

You will also forward full copies of all correspondence between us, likely to advance the great cause in which we are engaged; and, in a letter (addressed to me), your final operations up to the latest moment.

Hoping to be released from this channel before the date alluded to, I can only add, if unsuccessful, God speed you and render your passage mild and pleasant.

Believe me, &c.

EDWARD BELCHER.

To Commander Pullen (present),
Her Majesty's Ship "North Star."

No. 12.

Captain Sir E. BELCHER, C.B., to Commander PULLEN.

By Sir Edward Belcher, K.C.B., Captain of H.M.S. "Assistance," and in Command of Arctic Expedition.

WHEREAS it is possible that I may not reach Beechey Island before the 1st September; and it is expedient that the crew of H.M.S. "Investigator," if that vessel be abandoned, be sent to England with all convenient despatch;

You are hereby required and directed to take from H.M. steam tender "Intrepid" all the officers and crew of the "Investigator," as well as any invalids or supernumeraries sent by Captain Kellett for passage to England, and to proceed, as soon after the 1st September as the ice and weather will permit, to England direct.

The commander, officers, and crew of the "Investigator" will be borne for pay and provisions under the article in the instructions, not doing duty, unless required by your order.

You will, therefore, according to your seniority and position in this squadron, continue to exercise the duties entrusted to you, verbal as well as written, without interference.

If Commander McClure should arrive in the "Investigator," you will obey all orders or instructions you may receive from him; but he is aware from my letter to him that he is not, directly or indirectly, to interfere with the vessels under my orders, or any of the vessels which may arrive in connexion in these seas.

On the other hand, should any officer senior to yourself be sent from England with supplies, or for temporary service, you will of course act as every good officer should, in obedience to his commands, but informing him at the same time of these orders, and those under which you are acting, so that any responsibility may rest on himself, by acting contrary to the interests of the expedition.

If you should be senior, you will request him to leave with you (calling for his returns) every portion of fuel and other stores, which you are aware are required by this command, beyond the quantity requisite for his safe return under canvas (and steam under five days' emergency, if a steamer) to England. You will observe every courtesy, and if any objection be raised, require it in writing, in order that no misconception of emergency may arise, and that your concession to his objections should meet with due weight from their Lordships.

Of course such an event as the arrival of a ship of war capable of carrying home the crew of the "Investigator," will prevent your quitting your post until further instructions from me.

In this latter case you will detain him until after the 1st September, which I deem to be the earliest safe moment for a direct passage to England.

I shall make arrangements for being present myself or sending full instructions before that date.

I give you great credit for your exertions, for the great, and I may say, as an engineer, peculiar tact you have displayed throughout the trying service you have gone through during the stranding of your vessel, and the means adopted for her recovery; and I would wish that this should form a distinct letter, classed under its separate heads, in order that their Lordships and the profession may understand the sagacity which an ice life in another region truly has enabled you to bring successfully into play on the late occasion.

I have but barely time to conclude, wishing you a safe and pleasant journey to your ship; and, if I should from casualty not be enabled to reach or communicate with you before you depart, a safe voyage and the approbation of their Lordships.

Given on board H.M.S. "Assistance," in Wellington Channel, the 26th day of July 1853.

(Signed) EDWARD BELCHER.

No. 13.

At Cape Becher, 14th May 1853.

A party from H. M. S. "Assistance" has arrived at Cape Becher (under Mr. Cheyne), with orders from Sir E. Belcher to communicate personally with the Officer coming here from the "North Star," and in the event of that Officer not having arrived by the 14th, to go and examine Sir Robert Inglis Bay then to return again to Cape Becher to meet the "North Star" party, who accordingly will wait here until my return, which will be in about two or three days from this date.

In the event of their not arriving before the 20th, at 4 P.M., I shall start back for the "Assistance," which is only three to four days' journey from this Cape.

(Signed) JOHN P. CHEYNE.

H. M. Sledge "Victory," at Cape Becher,
Friday, 20th May 1853.

A party under Mr. Cheyne, accompanied by Dr. Lyall, arrived here for the second time on the 14th instant, and I have waited until this date (the 20th) in hopes of meeting the party from the "North Star." A party under Mr. Cheyne arrived here on Sunday the 24th April, but unfortunately only found the small cask in Captain Pullen's depôt, although we dug well and struck the frozen ground underneath.

This time we have obtained the tin case of letters. The ships are three or four days' moderate journey from here. Our first party came here and returned in six days and a half. Sir E. Belcher left the ship for Jones's Sound, &c. on the 2d May, and intends being absent until the 10th July. Our spring depôt started for the S.W. shore on the 22d March, and finally left on the long parties on the 10th April. All are well in our division. We have lost one of our men, William Cutbush, who died from disease of the lungs about the latter end of February. In this cylinder are directions for any party coming up to the "Assistance;" they cannot possibly miss their way. There are two casks of letters buried in Captain Pullen's cairn, nothing else. The cairn on the hill is one put up by Messrs. Penny and Stuart. We have a depôt at the Cape below this, viz., Cape Majendie; it is placed directly under the hill cairn seen from here.

(Signed) W. CHEYNE.

Any party coming from Cape Becher will keep along under the cliffs until so far up Sir R. Inglis Bay as he can see the ice smooth enough to cross, which is about three to four miles. Make a circuit round the nunmooks for next point; this will take him well up the bay. He will then go along the coast beyond this bay until he comes where the land goes off to the right hand at right angles; this bluff point he will cut across for an island bearing N.N.W. (true), keeping it outside him (this is Long Island in the chart). Going this route he will see two bluff cliffs in line; keep along past these, and then let the chart guide you (I have made two black dots on the chart where these cliffs are), as you will see by the chart you are to keep on in the same line of course until you come to a cairn, which is Repose Point

(Signed) W. CHEYNE.

No. 14.

Commander RICHARDS to Captain Sir EDWARD BELCHER, C.B.

Sir,

Deception Point, 16th April 1853, 6 P.M.

I HAVE the honour to report to you the arrival of the division under my command at this Point. Strong north-west winds, low temperatures, heavy ice, and an accident, which unfortunately occurred to the "Reliance," (with the

I.

light boat) in passing "the Queen's Causeway," have continued to prevent my placing the first depôt within six miles of the position I could have desired; but I have no fear of making up for this in future marches.

Hitherto we have met with no traces of Sir J. Franklin's ships or parties.

This position, which I have named "Cape Deception", for the convenience of future reference, is about thirteen miles (true) from the "Cape Lady Franklin," but whether it is the west point of an extensive bay, about two miles deep, which lies immediately to the westward of the cape, on the north extreme of an island in the centre of that bay, the thick weather we have experienced prevents my saying positively; I am inclined to think the latter.

The general trend of the land is, I believe, rather to the northward than to the southward of west.

Mr. Grove in the "Enterprize" ("Dauntless") will leave this to-morrow for Northumberland Sound, and I am happy to say, that although the weather has been severe, we have had no casualties; and that the conduct of all under my command has been entirely satisfactory.

I am, &c.

GEORGE HENRY RICHARDS,
Commander Her Majesty's Ship "Assistance,"
Commanding South-West Division.

No. 15.

AN ACCOUNT of the Depôts of Provisions established by Her Majesty's Ship "Assistance," per order of Captain Sir Edward Belcher, C.B., Commanding the Arctic Searching Squadron.

Her Majesty's Ship "Assistance," 1853.
Cape Majendie, near Cape Becher.

PROVISIONS.

Biscuits	-	-	-	-	-	315lbs.
Concentrated Rum	-	-	-	-	-	10galls.
Pemican	-	-	-	-	-	220lbs.
Dog Pemican	-	-	-	-	-	210 "
Boiled Bacon	-	-	-	-	-	168 "
Tea	-	-	-	-	-	"
Sugar	-	-	-	-	-	21 "
Lemon Juice	-	-	-	-	-	7 "
Salt	-	-	-	-	-	4 "
Pepper	-	-	-	-	-	2 "
Preserved Potato	-	-	-	-	-	56 "
Tobacco	-	-	-	-	-	11½ "

CASKS, &c.

Half Hogsheads	-	-	-	-	-	4 No.
Barricoe, 6 Gallons	-	-	-	-	-	1 "
Ditto, 4 Gallons	-	-	-	-	-	1 "
Iron Hoops	-	-	-	-	-	32
Metal Cases	-	-	-	-	-	2
Tin Cases	-	-	-	-	-	13 "

Being 420 Rations.

Cape Lady Franklin.

Latitude 76° 40' N.; Longitude 99° W.

Biscuit	-	-	-	-	-	408lbs.
Preserved Meat	-	-	-	-	-	428 "
Boiled Bacon	-	-	-	-	-	84 "

Preserved Potato	-	-	-	-	24	"
Macaroni	-	-	-	-	10	"
Chocolate Paste	-	-	-	-	51	"
Tea	-	-	-	-	8	"
Sugar	-	-	-	-	25	"
Concentrated Rum	-	-	-	-	12galls.	27gills.
Pepper	-	-	-	-	1lb.	3½oz.
Mustard	-	-	-	-	2lb.	7oz.
Salt	-	-	-	-	4lbs.	14oz.
Onion Powder	-	-	-	-	4lbs.	
Lemon Juice	-	-	-	-	2galls.	
Tobacco	-	-	-	-	4lbs.	9oz.
Casks, Half Hogsheads	-	-	-	-	7	No.
Barrels	-	-	-	-	1	"
Iron Hoops	-	-	-	-	48	"
Tin Cases	-	-	-	-	4	"

Being 544 Rations.

Mount Beaufort.

Latitude 76° 52' N.; Longitude

Biscuit	-	-	-	-	300	
Preserved Meat	-	-	-	-	300lbs.	
Boiled Bacon	-	-	-	-	158	"
Tea	-	-	-	-	12	"
Sugar	-	-	-	-	31	"
Preserved Potato	-	-	-	-	25	"
Pepper	-	-	-	-	14	oz.
Onion Powder	-	-	-	-	2	lbs.
Mustard	-	-	-	-	1lb.	12½oz.
Salt	-	-	-	-	3lbs.	9oz.
Tobacco	-	-	-	-	10lbs.	12oz.
Concentrated Rum	-	-	-	-	8galls.	12gills.
Half Hogsheads	-	-	-	-	5	No.
Small Casks	-	-	-	-	1	"
Iron Hoops	-	-	-	-	34	"
Tin Cases	-	-	-	-	3	"

Being 400 Rations.

Loney's Cairn, Southern Entrance to Northumberland Sound.

Biscuit	-	-	-	-	56lbs.	
Preserved Meat	-	-	-	-	40	"
Chocolate Paste	-	-	-	-	3½	"
Tea	-	-	-	-	14oz.	
Sugar	-	-	-	-	5½lbs.	
Pepper	-	-	-	-	2oz.	
Mustard	-	-	-	-	4oz.	
Concentrated Rum	-	-	-	-	1gall.	6gills.
Metal Case	-	-	-	-	1	No.

Being 56 Rations.

Left for the Crew of the Sledge "John Barrow"; but now available for general service.

I. LEWIS,
Clerk in Charge.



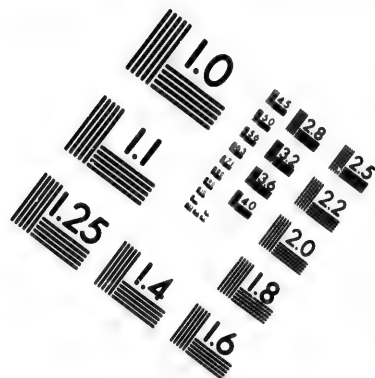
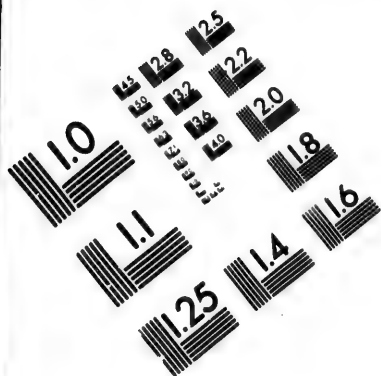
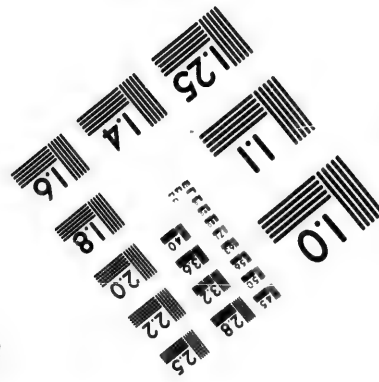
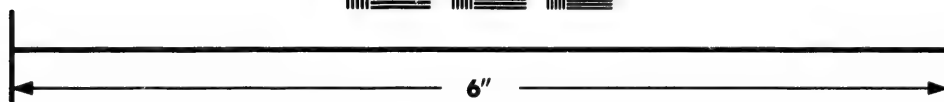
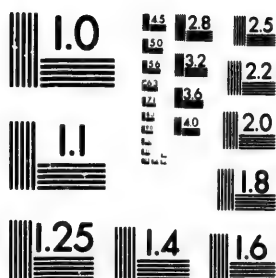


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**ARCTIC EXPEDITION of 1852-3, under the Command of
Captain Sir Edward Belcher, C.B.**

**A List of the Officers and men employed in the Sledging Parties in search of
Her Majesty's ships "Erebus" and "Terror."**

Wellington Channel Division, 1853, H. M. S. "Assistance" and "Pioneer."

WESTERN ROUTE.—H. M. SLEDGES.

**"SIR EDWARD."
"Loyal au Mort."**

No.	Name.	Rank or Rating.	Ship.
1	Com. Richards -	Commander -	Assistance.
2	E. Humphries -	Capt. of sledge -	"
3	G. Jefferies -	Sergeant R. M. -	"
4	Richard Dayly -	Boatswain's mate -	"
5	George Edwards -	Carpenter's mate -	"
6	Henry Billett -	A. B. -	"
7	John Souda -	A. B. -	"
8	Louis Read -	A. B. -	"

**"RELIANCE."
"Go forth in faith."**

No.	Name.	Rank or Rating.	Ship.
1	Lieut. May -	Lieutenant -	Assistance.
2	Benjamin Young -	Capt. of sledge -	Pioneer.
3	George Edey -	R. M. A. -	"
4	George Green -	R. M. -	"
5	James Sinnett -	A. B. -	"
6	R. Robinson -	A. B. -	"
7	George Harris -	A. B. -	"
8	F. McCormick -	R. M. -	"

**"SUCCESS."
"Success to the brave."**

No.	Name.	Rank or Rating.	Ship.
1	Mr. Herbert -	Mate -	Assistance.
2	Joseph Abbot -	Capt. of sledge -	Pioneer.
3	Arthur Dicken -	Capt. of forecable -	"
4	John Hales -	Stoker -	"
5	George Cousins -	Stoker -	"
6	C. Allen -	A. B. -	"
7	Henry Deller -	Ship's cook -	Assistance.
8	G. Youngson -	Officer's cook -	"
9	James Poyer -	Captain's clerk -	"
10	Henry Jones -	A. B. -	"
11	Isaac Stallard -	R. M. -	"

**"JOHN BARROW."
"Be of good courage."**

No.	Name.	Rank or Rating.	Ship.
1	Lieut. Osborn -	Lieut. Com. -	Pioneer.
2	Joseph Organ -	Capt. of sledge -	"
3	Thomas Hall -	Gunner's mate -	"
4	Samuel Walker -	Carpenter's mate -	"
5	George Wicketts -	A. B. -	"
6	T. Copeland -	A. B. -	"
7	W. Mc Arthur -	A. B. -	"
8	Simon Dix -	R. M. -	"

**"LADY FRANKLIN."
"Speed to the rescue."**

No.	Name.	Rank or Rating.	Ship.
1	Dr. Lyall -	Surgeon -	Assistance.
2	James Reid -	Capt. of sledge -	"
3	Thomas Isaacs -	Gunner's mate -	"
4	Thomas Marshall -	Cox. of launch -	"
5	J. Galavann -	Capt. of forecable -	"
6	Joseph Barnes -	Capt. of foretop -	"
7	Gwm. Munden -	Ed. R. M. A. -	"
8	Samuel Heyns -	Cooper -	"
9	William Evans -	A. B. -	"
10	Thomas Mellish -	A. B. -	"
11	Joseph Anderson -	P. M. -	"

**"ENTERPRIZE."
"Success to the brave."**

No.	Name.	Rank or Rating.	Ship.
1	Mr. Allard -	Master -	Pioneer.
2	James Robinson -	Capt. of sledge -	Assistance.
3	Thomas Barber -	Sail maker -	"
4	G. Quiddington -	Carpenter's mate -	"
5	Henry Tranter -	A. B. -	"
6	Richard Bex -	R. M. -	"
7	Alex. Baillie -	Carpenter's crew -	"
8	John Clark -	Steward -	"
9	George Custance -	Stoker -	Pioneer.
10	John Green -	R. M. -	"
11	William Wood -	Ship's cook -	"

EASTERN ROUTE.—H. M. SLEDGES

**"LONDONDOROUGH," Captain's Sledge.
"Adversa virtute repello."—"Bright eyes for brave hearts."**

No.	Name.	Rank or Rating.	Ship.
1	Mr. Loney -	Master -	Assistance.
2	George Stares -	Capt. of sledge -	"
3	R. Unthank -	Q. M. -	"
4	George Wood -	Capt. of hold -	"
5	Joseph Graham -	A. B. -	"
6	Charles Smith -	A. B. -	"
7	Cornelius Fielder -	A. B. -	"
8	W. Huggett -	A. B. -	"

**"DAUNTLESS."
"Dangers do not daunt me."**

No.	Name.	Rank or Rating.	Ship.
1	Mr. Grove -	Mate -	Assistance.
2	Joseph Beaus -	Capt. of sledge -	"
3	Thomas Bond -	Q. M. -	"
4	Isaac Barnett -	Capt. of maintop -	"
5	Chris. Bond -	Carpenter's crew -	"
6	Jas. Macartney -	A. B. -	"
7	W. Marshall -	A. B. -	"
8	R. Urquhart -	R. M. -	"

**"PERSEVERANCE."
"Persevere and Prosper."**

**"ENTERPRIZE."
"Success to the brave."**

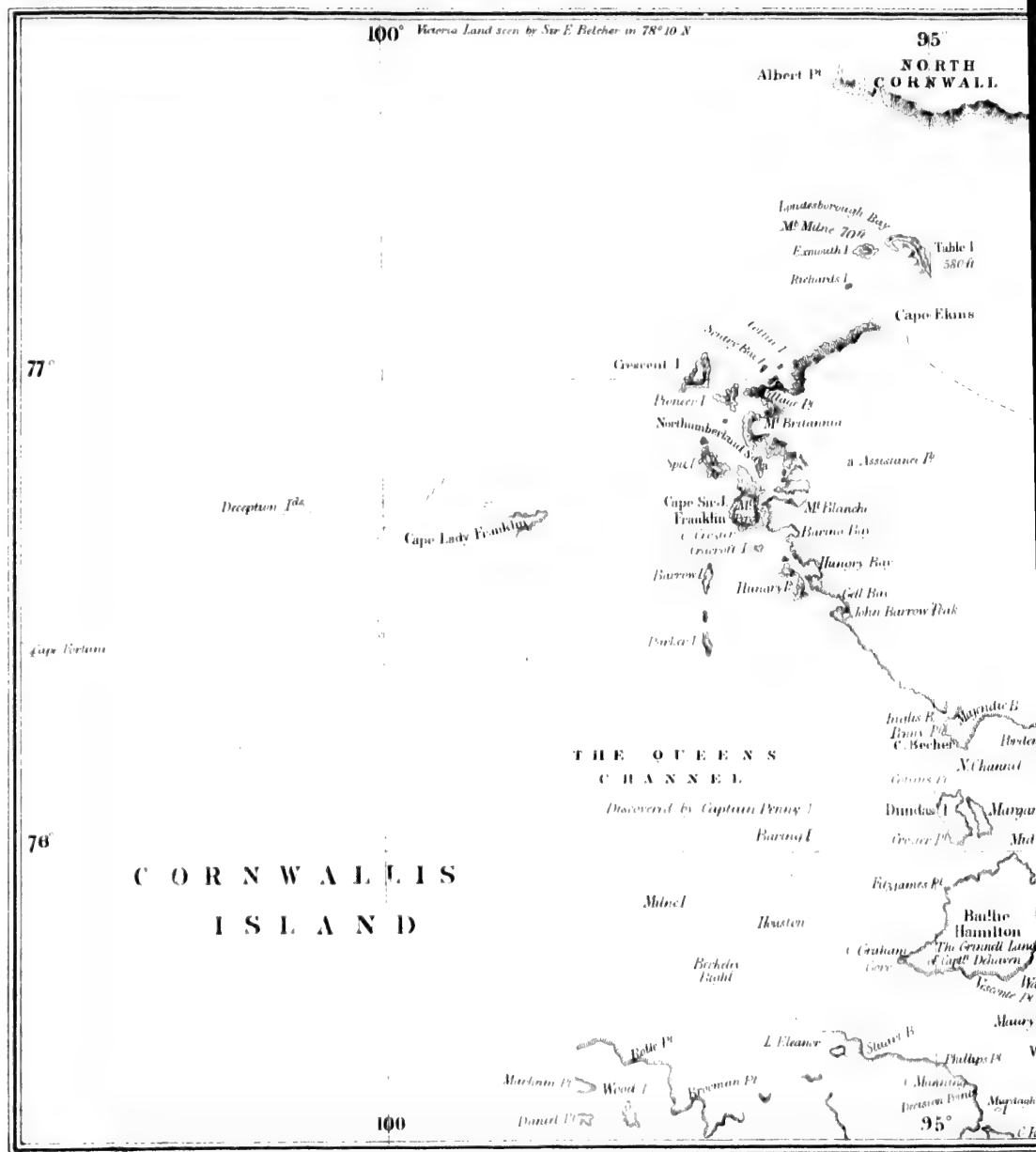
**"SIR FRANCIS BAKING."
"Bear and forbear."**

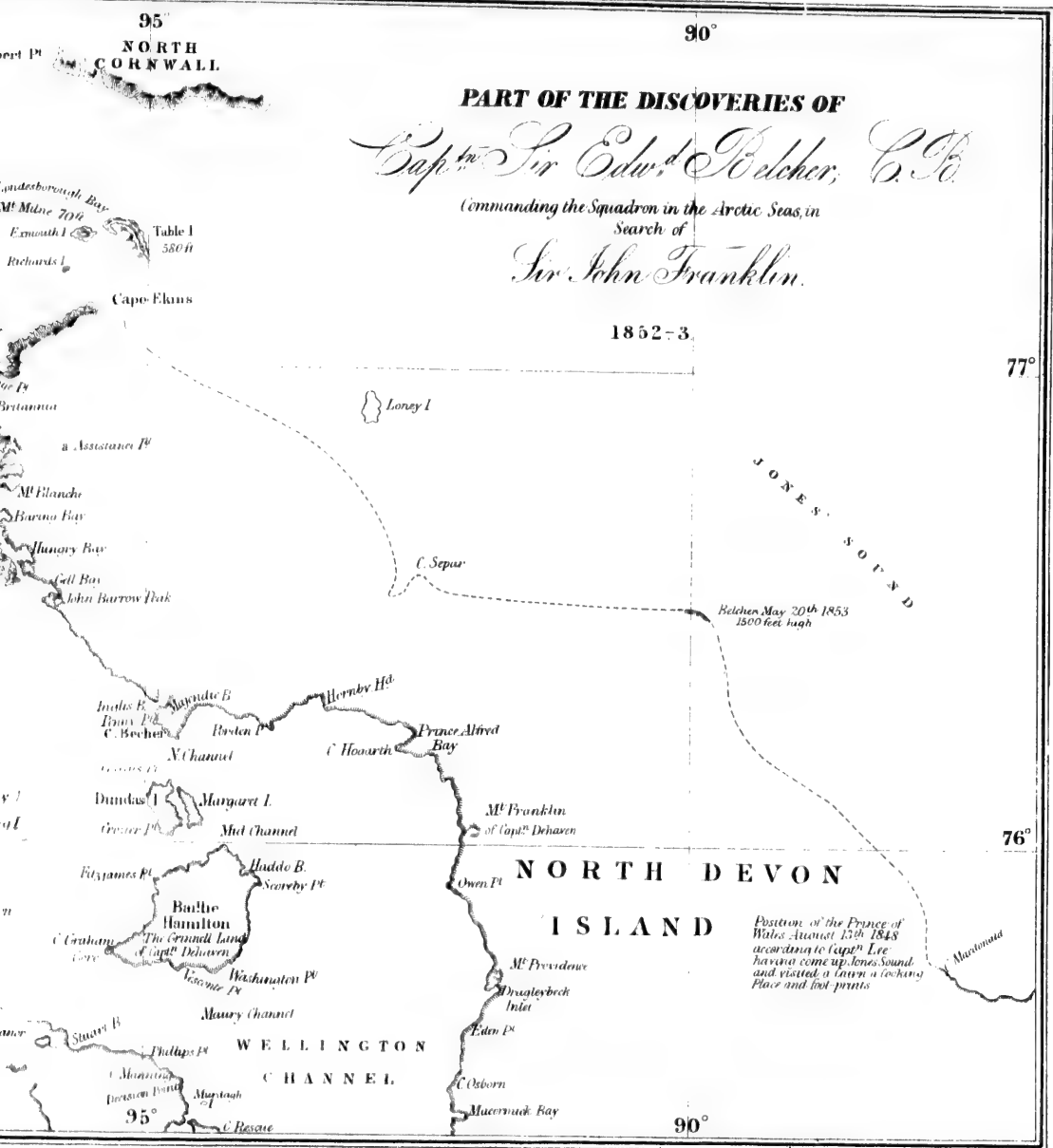
Mr. Pym, H. M. S. "Assistance." | Mr. Allard, H. M. S. "Pioneer." | Mr. Richards, H. M. S. "Pioneer."

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sixty feet of our main keel, we proceeded towards Grimths Island, having previously deposited a depôt for ninety-one men for seven days, on the east point of the harbour. Found fast ice between Griffiths and Cornwallis Islands; passed





Mr. Pym, H. M. S. "Assistance." | Mr. Allard, H. M. S. "Pioneer." | Mr. Richards, H. M. S. "Pioneer."

SECRETARY OF THE ADMIRALTY to Captain Sir EDWARD BELCHER, C.B.
Commander of Her Majesty's Discovery Ship "Assistance."

Sir,

October 7th 1853.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your several despatches, the last dated 26th July, off Cape Becher, detailing the proceedings of the squadron under your command employed in the search for Sir John Franklin, and to express to you their Lordships entire approval of your arduous and zealous exertions in this service, and to acquaint you that they have received with much satisfaction your report of the good conduct of all employed, more particularly whilst undertaking the extended sledge journeys, as well to the westward, under Commanders Richards and Osborn, as those to the northward and eastward under your own immediate command.

I am desired to add that further reports from you will be looked for with much interest.

I am, &c.,

(Signed)

W. A. B. HAMILTON.

VII.

Despatches from Captain Kellett, C.B., of H.M. Discovery Ship
"Resolute," and Commander Pullen, of H.M.S. "North Star."

No. 1.

Captain KELLETT, C.B., to Captain SIR E. BELCHER, C.B.

H.M.S. "Resolute," Winter Quarters, Beechey Island,

Sir,

7th May 1853. (Received 7th October.)

I BEG to transmit, in a condensed form, a report of my proceedings since parting company on 14th August 1852.

At 2 P.M. on the 15th, after taking on board all the coals the "North Star" could spare, we left in tow of "Intrepid;" were stopped by ice at Cape Hotham on the same evening. We found there two casks of biscuits, in good condition, on the beach, and I left a boat with gear complete at the same place.

On leaving Beechey Island I prepared depôts to ensure our retreat in case of accident, intending to place them at Assistance Harbour, Cape Cockburn, and Point Griffiths.—On the morning of the 16th the ice broke up, leaving a narrow lead along the land. In approaching Assistance Harbour we grounded on a shoal off its eastern point; the water left us before we could get off, with only seven feet under our stern, lying on port-bilge; the ice came down and threw us over on our starboard bilge with great violence; we narrowly escaped being destroyed. On getting off, which we did at midnight, with the loss of sixty feet of our false keel, we proceeded towards Griffiths Island, having previously deposited a depôt for ninety-one men for seven days, on the east point of the harbour. Found fast ice between Griffiths and Cornwallis Islands; passed

to the southward of Griffiths, and deposited a record on the S.W. end. By midnight on the 17th we reached Lowther Island; here we were stopped until the morning of the 28th. I was apprehensive at one time that we had reached our winter quarters; open water could be seen from Cornwallis Island, but no possibility of getting into it. Leaving Lowther on the morning of the 28th, we were fortunate enough to get into this open water at about 5 p.m., passing seven miles west of Griffiths Island, and next day at 2 p.m. landed a depôt of fourteen days for ninety-one men near Cape Cockburn. We found a lead of about five miles broad, running directly west from Cape Cockburn, which we followed, and reached the south point of Byam Martin Island at 4 a.m. on 31st August. The fast ice extended from Graham Moore Bay to the centre of Byam Martin Island. The pack close on its south point.

On the 1st September, with a fresh north wind, the pack eased off the point, leaving a narrow passage; we got past, and into a fine open lead five or six miles broad, after a sharp beat along the west side of the island; at 3.40 p.m. sighted Melville Island, and at 4 a.m. on the 2d, landed a depôt at Point Griffiths. No ice in sight along the land to the northward in Byam Martin Channel.

We were again stopped about five miles west of Skene Bay, of Beverly Inlet, until noon on the 6th (while at this position several musk oxen were shot, and some hares), when we were enabled to slip through an opening into the water in Bridport Inlet, which we were tantalized by seeing all the time but unable to reach. At 5 a.m. on the 7th, we made fast to the "fast ice," running off Winter Harbour; there I left a depôt for my travelling parties, and one for any people that might reach it, to bring them on to me, as I found I could not winter there. On the morning of the 8th I left it, and proceeded easterly, intending to go into Skene Bay, which I considered a good place to winter. On the morning of the 9th I tried to get in, but the inlet was completely blocked with ice. No time was to be lost,—the young ice forming fast, which, unassisted by steam, I could not have got through. The same morning I again proceeded westerly into Bridport Inlet, and made fast to the old ice between Dealy Island (easterly), and the main. Commenced immediately to cut in; our position is 900 yards true east of Dealy Island, in thirteen fathoms of water. On the 16th we were frozen in; commenced landing a depôt in Dealy Island, and preparing for our winter.

On the 22d the travelling parties started to lay out depôts for their spring journeys.

Lieutenant Meham, with Mr. Nares, as auxiliary, to cross the land at Winter Harbour, for the search of the S.W. of Melville Island.

Lieutenants Pim and Hamilton, with Mr. De Bray as auxiliary, to place depôt at Cape Providence for the search of Banks's Land, east and west.

Commander M'Clintock proceeded on the 11th across the land for Hecla and Griper Bay, to place a depôt for the search of N.W. Melville Island coast. A depôt had already been placed at Point Griffiths for the rendezvous route, which it was my intention to take charge of myself.

All these officers succeeded in placing their depôts, and returned without casualty. The overland parties had desperate work, which could not have been performed without the carts; they might be improved. Commander M'Clintock had thirty-eight days' travelling, Lieutenant Meham twenty-five days, the others fifteen days.

On the 14th October Lieutenant Meham, on his return through Winter Harbour, visited the Parry Sandstone, and found on it a record from Commander M'Clure, deposited in April 1852, only five months before our visit. To send a party at that late period on the chances of meeting him was impossible, the ice in the strait was so broken up; traversing it even with our light boat not practicable. I send the record found, with his chart.

On the 20th of October we lost suddenly, from disease of the heart, Thomas Mobley, R.M., a most excellent man; and on the 12th December, George Drover, captain of the fore-castle in the "Intrepid," of consumption; with this exception, we have been very healthy; not the slightest appearance of scurvy; indeed for weeks without a man on the list.

Good provisions and a sufficiency, with constant work on the floe or open air, will always ensure good health in this climate.

Our school, theatricals, &c. were admirably conducted by the officers.

Our winter has been very severe, comparing it with former voyages, with a great amount of wind; but the latter appears to be caused by our locality.

Supposing that Commander M'Clure would desert his ship at the earliest moment this year, I despatched a party on the 10th of March for the Harbour of Mercy, temperature 50°, certainly without the slightest hopes of catching him. The party consisted of seven men to our sledge; two men and six dogs under Dr. Domville to bring back rapidly to me any news;—all under the orders of Lieutenant Pim.

Mr. Pim's sledge unfortunately broke down about fifteen miles from Cape Dundas. Mr. Pim gallantly went forward with the dogs, and reached the Harbour of Mercy on the 6th of April; had it not been for this accident he would have been there by the 1st, and found there Commander M'Clure in the "Investigator," preparing to despatch a part of his crew,—some for Cape Spencer, and a party by M'Kenzie river.

All my parties left the ship on 4th April, to search the following coasts:—

Commander M'Clintock, with Mr. De Bray and eighteen men, crossed over the land into Hecla and Griper Bay; provisions sufficient to enable him, with one party, to pursue the search to the N.W. for ninety days. He reached the opposite shore on the 9th, all in high spirits and without an accident.

Lieutenant Meham, with Mr. Nares and fourteen men, crossed at Winter Harbour to follow the coast westerly. From this party I have not heard since.

Lieutenant Hamilton, with Mr. Roche and fourteen men, crossed into Hecla and Griper Bay to place a depôt to search north-easterly along Sabine Island, as I think they will be more likely to reach the rendezvous point by that route than by Byam Martin Channel. I have great hopes that this party will have success in finding something of the missing ships. They are certain to meet your parties, if Wellington Channel is not a blind one.

On 19th of April my Banks's Land party returned, and with them Captain M'Clure and party from "Investigator." You can fancy, better than I can paint, my delight on shaking hands with him. His despatch will convey to you the effects of Mr. Pim's appearance on his side of the strait.

On 2d May his second party, consisting of four officers and twenty-four men, arrived, all in a very bad condition,—nearly all affected with scurvy. They are now, on the good diet, rapidly improving.

Finding these men in such a bad condition (two men died since Captain M'Clure left on the 7th of April, and one on the day before Lieutenant Pim's arrival there,) I despatched Dr. Domville and a party over the strait with orders to assist Commander M'Clure and the surgeon of the "Investigator," in surveying the remaining officers and men; and I have directed Commander M'Clure (who leaves this ship at the same time) to desert his ship, if the medical officers consider his crew unfit to stand another winter; and also, as I consider the men have done their work, to leave her, if he has not more than twenty volunteers, which is the least number that she could be navigated with. It would be a glorious thing to get her through this way,—the other way she cannot go.

This afternoon Mr. Roche, mate, with ten men from my crew, and two officers from "Investigator," leave for Beechey Island, to go home the first opportunity. The men I send from my crew are men that I could not send to "Investigator." The others are all absent travelling.

Should Commander M'Clure not leave his ship, "Intrepid" will take all "Investigator's" crew, with directions to touch at Beechey Island for orders, and then straight home, with a request to their Lordships that she may be sent to me next year, accompanied by a vessel with provisions (solids), clothing, and fuel; remaining myself for the issue of her attempt to cross. Should it be found necessary to leave her, we will all go easterly for Beechey Island, leaving the depôt here for Captain Collinson, of whom not a word has been heard or tracing found by Commander M'Clure's travelling parties.

Do not think of waiting for me yourself. Leave me a vessel at Beechey Island, and a good depôt, sufficient to place us on full allowance when we get there, and to sustain us for a winter.

It will be necessary for "North Star" to have her water complete, and as

many casks as she can fill besides, in readiness to supply any vessel that may reach her;—to be ballasted, and all the provisions she can spare landed in a secure depôt, ready for a start, and all will be well.

All my travelling parties left in the highest spirits, in the best possible condition, and admirably equipped. I am most anxious for the result of their journeys. If Sir John Franklin's ships are ever to be found, I think they will now. Be assured we will have them between us.

Commander McClure, in coming over from Banks's Land with a weak party, was obliged to alter his mode of travelling. He travelled and rested for six hours alternately, and made a wonderful journey from ship to ship in twelve days—a distance, as the crow flies, of 167 miles. Mr. McDougall, auxiliary to Lieutenant Hamilton, to whom I have given the N.E. Sabine route (not being able to go myself), has this moment returned, having gone over the land to Hecla and Griper Bay, a distance of forty miles in a straight line, in thirty-one and a half hours, travelling with heavy sledges, 200 pounds per man, and returned in twenty-six and a half hours, which was done, we thought most rapidly, in fifty-one hours, modifying the routine of travelling in this way:—starting at 4 P.M., travelling until 10; breakfasted, tented, and rest four hours; travelled four hours, dined, and rested for nine. In the old way the whole journey was made from the time of starting to lunch, which was a miserable affair; too cold to stand still, men getting chilled and stiff. After lunch little was done though travelling three hours—men simply hanging in their belts, and getting thoroughly fagged. Another means of extending our journeys we have adopted, the result of which has not yet appeared:—each extended party has a small sledge, weighing twelve pounds, five feet long, six inches high, which we call a satellite, capable of carrying for three men (the officer and two of the most active of his crew) seven days' provisions, their sleeping-bags and flooreloth for covering. On getting within four days of the end of their journey they leave their tents with the rest of the crew, to repair their boots, mocassins, &c., and give them a spell; travel away as fast as possible, certainly twenty miles a day. By this means their journey will be extended forty miles, and who knows but that the last mile may be the most fortunate one?

It is very painful to me to be obliged to send away Mr. Roche with this party; it looks as if I wanted to get rid of him, or that I could most easily spare him. On the contrary, he is one of my most efficient officers. He was auxiliary, with ten men, to Banks's Land party, in the almost forlorn hope journey, and brought back his men without accident. He has since been over the land as far as Cape Mudge, in Hecla and Griper Bay, and is now going in charge of ten men and two officers to Beechey Island. Any man that does his work I know will have your influence; you will therefore, I am assured, use it for him in the proper quarter. His crew think they are disgraced by being sent away; not so, they are all excellent men; their only fault is they eat.

You will be pleased to hear, and their Lordships will have again to express their satisfaction, at my having so good an opinion of my officers; they have all vied with each other in the performance of their duty, and also in pleasing me. My next letter will show what stuff they are made of.

Before leaving England I sent the services of Mr. Richards, my clerk in charge, to their Lordships, with a request that they would not forget he was an old officer. His conduct and attention to his duty since has been such, that I can fearlessly state their Lordships, by his promotion, would be making a valuable addition to the list of pursers, and it would be highly pleasing to me.

Should these ships not break out this season, it will be necessary for the "North Star" to send a party to meet mine at Cape Cockburn next spring, with full information of all that is going on and what has been done. I will be there myself if possible, and await her party; if they keep the coast-line on board we cannot miss each other. Leaving Beechey Island on the 4th April, they will have ample time to return, and have mild weather. Mine will leave at the same time.

In requesting their Lordships to send out more provisions, by all means demand Hogarth's preserved meats and vegetables, with a goodly supply of Mr. Allsop's ale, which has kept exceedingly well, and is eagerly sought after by all; there is more virtue in a pint of it than a gallon of rum. It is so valuable that I now mix it with home brewed, which produces an excellent

beverage. Mr. Allsop has certainly done us justice in the representation of the ale he supplied. The glaze soup and dried vegetables are also admirable and most useful.—See Report on Provisions.

I send you an abstract of our expenses of fuel, &c. during a summer month, our first month in winter quarters, and our coldest month. I left "North Star" with more than thirty-six tons of coals, so that with proper economy she has ample for the period she is provisioned for.

I cannot enter into all the detail of my voyage, but I have done so where I thought it would be useful or necessary. What a grand consummation it would be if you found the missing ships!—any of the people, from the evidence of the state "Investigators" came here in, with abundance of game about them and near them is impossible.

Trusting that you and those under your command are happy, and in the enjoyment of good health,

I have the honour to be, &c.

HENRY KELLETT, Captain.

Mr. Chandler, my boatswain, whom I send in the party to Beechey Island, I have to request their Lordships will be pleased to allow to remain at Woolwich until the arrival of the "Resolute," to assist in returning the boatswain's stores.

Forming two of the same party are Abraham Surry, cooper, and John Goodey, carpenter's mate, both excellent men; the former came from the arsenal at Woolwich, and is desirous of again serving there; the latter, who is an elderly man, with a large family, is also desirous of entering one of the Government establishments. I beg to submit the same for the approval of their Lordships.—H.K.

No. 2.

Captain KELLETT, C.B., to Commander M'CLURE.

Her Majesty's Ship "Resolute" in Winter Quarters, Dsaly Island, Bridport Inlet, 9th March 1853.

Sir,
As it is possible that you may not have broken out last year, I have determined on sending an early party to communicate with you.

From the officer in command of this party, you will receive a copy of the orders addressed to Sir Edward Belcher, C.B., who commands the Arctic Expedition, the western portion of which is under my orders. These orders will show you what their Lordships hope may be effected by this expedition. The chart that you will receive at the same time will show you what has been done by the grand exertions of the officers in Captain Austin's expedition, through his incomparable arrangements, with which you are partially acquainted by Commander M'Clintock's record at Winter Harbour.

Undoubted traces of "Erebus" and "Terror" having passed the winter of 1845-46 at Beechey Island, were found by Captains Austin's and Penny's expeditions. Traces were also found some few miles up Wellington Channel. These traces Sir Edward Belcher has followed up with a fine prospect of being well advanced this season. Commander M'Clintock examined the strait before we parted company on the 14th August last, and found water for at least thirty-five miles up it. Mr. Penny reports having, in 1851, found much open water in the northern part of this strait, but its throat was choked with twenty-five miles of ice, separating him from it, and which unfortunately hindered his following it.

I shall now give you an account of my doings since parting company with Sir Edward Belcher on 14th August, at Beechey Island.

I reached Lowther Island on 17th August, not without a little rough play with the ice. There I was detained until the 28th of the same month, and almost despaired of getting farther west, but retreat I would not; however, we were favoured with very strong N.W. winds during our detention, which opened a lead; in this we got as far east again as Griffiths Island, and eventually into open water, which we carried along the land as far as the south point of Byam Martin Island. There we were detained a couple of days, and again for two or three more a few miles west of Beverly Inlet; and finally reached the floe edge

of Winter Harbour on 7th September. The fast ice extended from east point of Fife Harbour due south, unto the parallel of Point Hearn, leaving five miles of ice between us and the sandstone in the harbour, on which your record was found; not at this time, but in October, by one of my autumn travelling partners, returning from laying down a depôt in Liddon Gulf.

While at this floe edge we had as much as we could do to hold on by it. I determined, as I could not winter there, to go to Skene Bay, which I had examined before when detained near it, but to leave a small depôt at Fife Harbour, to carry any party that might reach it on to me. I left ten days for seventy men.

I was so busily engaged landing the depôt, and indeed it was considered so improbable that any party from the westward could reach this place, that the examination of Winter Harbour was never once thought of by any one, as Commander M'Clintock had visited it before.

I failed in getting into Skene Bay, as it was perfectly blocked with ice; and finally, on 10th September, cut into the fast floe south and east of Dealy Island, about $\frac{1}{2}$ of a mile from it. Commander M'Clintock started next day to examine the land into Hecla and Griper Bay, intending to start again with the greatest portion of his crew, to place a depôt at Point Nias, or as much further as practicable. He left on the 14th.

On 22d of the same month, (with the exception of three working but disabled men,) my crew left the ship for the purpose of laying depôts for spring travelling. Commander M'Clintock had thirty-eight days, and my people twenty-five days. Travelling in the autumn, all having succeeded in placing their depôts in good positions—Commander M'Clintock, his at Point Nias; my first lieutenant (Meehan) his at Cape Hoppner; my second and third lieutenants (Pim and Hamilton,) theirs for the examination of Banks's Land at Cape Providence.

You have stated in your letter to their Lordships, dated 20th July 1850, that you had provisions for the autumn of 1854. You are also fortunate in having game and firewood about you, your crew in high spirits and healthy. I have therefore no apprehension about your safety; but you will now have been three winters in the ice; you will therefore, I think, have formed your plan of operations, whether to leave your ship and come to me, or to run a chance of breaking out in the autumn, and proceeding south into Behring Strait, or east according to circumstances.

It is with diffidence I offer a remark on the navigation to a man of your experience, but there is a great advantage in local knowledge. My opinion is, that, from your present position, were you to get adrift in the pack, you would inevitably be carried east; but I am also of opinion, that you would not get released, as the whole of the ice that is carried through by the current from the westward is forced by the almost constant northerly winds down into the great bay formed by the land discovered by Mr. Wynniatt and Captain Ommanney. The latter reports in his journal, this coast is very low, apparently shoal, with very heavy piled up ice off it. No ship has any chance of getting along it. From Cape Walker to Mr. Wynniatt's farthest the coast stands nearly at right angles to the western mouth of the strait.

The officers I send on this service have directions to place themselves under your orders. By one of them, the surgeon, (unless you require his services,) you will without delay be good enough to despatch back again to me information under the following heads:—

1st. The health of yourself, officers, and crew since your last despatch from Winter Harbour, and their present state.

2d. Your intended movements.

3d. The quantity of provisions you have remaining, and the probable time they will last at your present consumption.

4th. Whether you have any information respecting "Enterprise"; if not, your opinion relative to her. She wintered somewhere in the ice in 1851-52, and nothing had been received from her up to the date of our sailing in April 1852; in fact, any information that would be interesting to their Lordships or the public, as I may meet some of Sir Edward Belcher's parties, or I may send a party to Beechey Island.

5th. What can I do for you?

I have not been equally fortunate with yourself in my crew. I have lost two:

one, a marine, Thomas Mobley, suddenly, and the other a seaman, George Drover, of consumption. With this exception, all well.

Game is pretty abundant here. We have killed twenty-five musk oxen, a few reindeer, hares, and ptarmigan.

On the back of the orders you will find a list of the articles I intend to leave in depôt on the south point of Dealy Island, the greater part already landed; seven months for sixty-six men. In addition to this I placed in depôt coming along—

7 days for 91 men at Assistance Harbour,

14 days for 91 men near Cape Cockburn,

10 days for 70 men, Winter Harbour.

There is also a boat and a couple of casks of biscuit at Point Hotham, the "North Star" stationary depôt at Beechey Island.

Before leaving England, Mr. Wynniatt was made a lieutenant, and Mr. Paine a purser. I am sorry I have not similar information for yourself.

Any information that I have omitted in this will be easily obtained from my officers, who will give you the history of our country since you left.

It now only remains for me to congratulate you most heartily on your health and success. You have not found any of the missing, but you have shown over a great extent of coast where they have not been.

Your discovery of the North-West Passage will, I feel, be highly pleasing to the good people in England, particularly as the discovery, which has cost much in lives and treasure, has been made known by the energetic perseverance of their own officers, and they are not slow to reward prominent merit.

I have, &c.

H. KELLETT, Captain.

No. 3.

Commander M'CLURE to Captain HENRY KELLETT, C.B.

H. M. S. "Resolute," Dealy Island,

2d May 1853.

Sir,

I HAVE great pleasure in acknowledging the receipt of your letter of the 9th March last, which reached me in the Bay of Mercy, Baring Island, through the persevering exertions of Lieutenant Pim, under circumstances most arduous, difficult, and trying, unsurpassed in Arctic travelling, from the early period in which the journey was undertaken, with the thermometer ranging from -40° to -50° , arriving, without the slightest injury from the excessive cold, on the 6th ultimo. I would, were it possible, endeavour to convey the state of feeling which animated not only myself, but every soul, when his sudden and most unexpected appearance on the floe, about 200 yards from the ship, was remarked: All description must fall below the reality. Only imagine, if you can, a whole crew, which had to this moment no idea of any ship but their own being within the limit of these dreary regions, cut off from the world, their isolated situation (and in defiance of all exertion), a little despondent, when accidentally a strange, remarkable, and solitary figure is seen rapidly advancing, showing gesticulations of friendship similar to those used by the Esquimaux, black as Erebus from the smoke created by cooking in his tent. My surprise, I may almost add dismay, was great in the extreme. I paused in my advance, doubting who or what it could be, whether a denizen of this or the other world; however, the surprise was momentary. "I am Lieutenant Pim, late of 'Herald.' Captain Kellett is at Melville Island." And as the apparition was thus indubitably discovered to be solid real English flesh and blood, to rush at and seize him by the hand was but the first impulsive gush of feeling. The heart was too full for the tongue to articulate, as this dark stranger communicated his errand of mercy. The sick, forgetting their maladies, jumped from their hammocks; the healthy their despondency—all flew to the only hatchway that was open, and in far less time than it takes me to write this, all hands were on deck. Such a scene can never be forgotten; all was now life, activity, and joyful astonishment. In the twinkling of an eye the whole crew were changed; but I shall cease to say more, for I might write much, but never could, even faintly, convey the

most remote idea of the sensation created by this most opportune and providential arrival of your relieving party.

I have heartily to congratulate you on reaching your present position, which appears to me the most eligible for an early start that could be desired. The wintering either in deep bays or harbours is, in my opinion, to be avoided, a weather shore and open coast being preferable, as the first opportunity for operations may be seized upon, which the being blocked in harbours would most certainly retard.

The laying out of numerous, and in some positions, large depôts both in the way through the straits and by travelling parties, has rendered the service of all employed in these regions, should circumstances compel them to evacuate their vessels, a matter of comparative ease, and removes every apprehension as to their ultimate safety, a feeling which is entertained by myself and participated in by my whole crew, animating all from the approximation to our present position, of cheerfully awaiting the result of the ensuing summer in expectation of liberating the vessel and bringing her to join you under Melville Island, a circumstance I consider far from improbable, although from a remark in your letter, it is evident that the report of Captain Ommanney, showing that the shores of Prince Albert's Land towards Cape Walker stands nearly at right angles to the western mouth of the strait, has made you somewhat doubtful, as you are apprehensive, should we get from our present position, that the ship would necessarily be set to the eastward in the pack, and most likely be thrown upon that coast,—with respect to which, I can only remark, that on the 24th September 1851, when running from the Bay of Mercy, I had every reason to believe, from the loose appearance of the ice (which was then rapidly setting before a strong N.W. wind into Barrow Strait), that had we fortunately reached thus far twelve hours earlier, we should have succeeded in crossing to Melville Island without difficulty; as also in the month of October, on a change of wind to the S.E., the entrance cleared as far across as could be remarked by the eye from Banks's Land; but in 1852 the ice did not break up in the Polar Sea, consequently that in the Bay of Mercy and in Barrow Strait could not move, from which causes nothing certain can be calculated upon in the navigation of these waters, everything depending on the season and direction of the wind.

The exceeding early rise in the temperature induces me to believe that the ensuing summer will be very favourable for navigation, and that we may confidently anticipate a release this year, but of course it depends upon circumstances, over which no control can be exercised; but the experience of three previous seasons indicates this to be a remarkably forward year.

I now proceed to answer your interrogations; first, with respect to our sanitary state since May 1852, the health of myself and officers has been excellent, with the exception of Messrs. Wynniatt and Sainsbury, (mates.) The latter has suffered much from a pulmonary complaint that subjected him to treatment soon after entering the ice in 1850, and has now assumed very unfavourable symptoms, and he is now not considered sufficiently strong for removal. The crew has been worked hard in ballasting and watering during the months of May, June, and July, which reduced them in flesh considerably. A supply of venison, allowing an issue three times a week at the rate of a pound and a half per man, sustained them admirably in health until this duty was completed. The effects of short allowance were, however, visible during the winter; our sportsmen not being able to furnish, in the early part of it, above one meal of venison weekly, consequently many were attacked by scurvy; but since the commencement of the present year, we have fortunately been able to increase the issue of that nutritious food. Although this has been a most rigorous and trying winter, their complaints gradually subsided, and on the 1st of April there were but three confined to their hammocks, and all in better condition than I could have anticipated.

Up to the 4th of April our numbers were undiminished, which circumstance is of itself a very strong proof of the health we have all enjoyed. I, however, regret to say that, on the night of the 5th of April, a sudden and unexpected event occurred in the death of John Boyle, who unhappily drank off the contents of some medicine bottles that he was directed to wash, which brought on an acute attack of diarrhoea at 1.30 p.m., which terminated fatally at 11.45 p.m. And yesterday I received intelligence from Dr. Armstrong, that Kerr, gunner's

mate, and J. Ames, A.B., had died. The former had been long suffering from dropsy; the latter but a few days from disease of the heart.

Having now discharged all the most weakly part of the crew into this vessel, I find there remains but one in the list, from a tumour formed in the throat, and that the others are in high spirits, from which (and the consequent increase of provisions, I shall now be enabled to issue, when coupled with the mild weather that has for some time continued, with the certainty of wild fowl and other game during the summer, as well as sorrel,) I have every reason to believe that our sanitary state will be better than the corresponding period last year, as we have no arduous work to perform; the ordinary duties of the ship being all that is required.

Second, with regard to my intended movements, I cannot do better than refer you to my dispatch to the Lords Commissioners of the Admiralty, written previous to my knowledge of your being in this vicinity, which will be now partially carried out by your approximation, and all apprehension as to our ultimate fate removed. From the cause mentioned in the early part of this letter, I do not think that you will require any further information on this head, as you are perfectly aware of my opinion as the feasibility of carrying out the views which I have mentioned in my communication to their Lordships: and should the season be favourable, which, from its present appearance, I have every reason to believe that it will, I see little to prevent; but should we unfortunately be detained another year in the bay of Mercy, it is my wish to send you (as soon as the strait is finally frozen over) fourteen of the crew, which will reduce my complement to twenty. This arrangement will admit of giving those remaining nearly double allowance of provisions, which will fortify them against the rigour of a fourth winter, and in the spring of next year we must necessarily desert the vessel and proceed to join your pendant.

The quantity of provisions at our present allowance, you will see by the enclosed return is ample for our consumption. Potatoes being the only article that I would beg of you to supply; a few cases of which can without difficulty be taken across on my return.

I believe this is all that at present is required to be noticed, and as you are now fully acquainted with our situation and all circumstances connected with it, also my ardent desire to complete the passage by conveying the "Investigator" and the remainder of the crew in safety to England, in the accomplishment of which I feel perfectly persuaded of your hearty co-operation and assistance.

I cannot refrain from taking this opportunity of expressing to you the grateful feelings that all the officers and men, in common with myself, entertain for the cordial and truly British welcome with which we were greeted on our arrival on board the "Resolute," by yourself, officers, and crew. The impressions of such kindness, rendered grateful beyond measure from the peculiar circumstances of our position, will, I am thoroughly sure, never be effaced from our recollections.

I have, &c.

ROBERT M'CLURE, Commander.

No. 4.

Captain KELLETT, C.B., to Commander M'CLURE.

By Henry Kellett, Esq., C.B., Captain of H.M.S. "Resolute," and Senior Officer in Barrow Strait.

HEREWITH you will receive an order to hold a survey on the officers and crew of H.M. ship under your command.

Should the medical officers, after duly considering the state of the crew, be of opinion that from debility or other causes the men are unfit to contend with another winter in this climate, you will leave your ship with your whole crew, and join me at Dealy Island.

Should they find the men's health such that they are of opinion by remaining there would not be more than the average risk of health in this climate, you will give the men the option of volunteering,—should the number of volunteers not amount to twenty men, which you conceive is the least possible number with which you could attempt to navigate these seas.

You will, under these circumstances, also leave her and join me here.

For reasons advanced in your letter to me, you state that there is a probability of your being released and reaching Melville Island this season. To make the Passage would be highly creditable, and redound to the national honour. It is only, in my opinion, now that the existence of the Passage is actually known, a second consideration to that of the safety of your crew.

The object of your voyage, the search after the missing expedition, having been fully accomplished on all the coast within your reach, unfortunately without success, no discredit can be attached to you or your crew, who have so nobly persevered through three Arctic winters.

You are aware of the resources of this ship, and the orders under which I am acting.

Your ship, should you be obliged to leave her, will be advantageously placed as a *dépôt* for Captain Collinson, should he reach her position.

I place the greatest confidence in your judgment.

Given under my hand on board H.M.S. "Resolute," Winter Quarters, Dealy Island, 5th May 1853.

(Signed) H. KELLETT, Captain.

No. 5.

Commander M'CLURE to Captain HENRY KELLETT, C.B.

H.M.S. "Resolute," Dealy Island,
19th April 1853.

Sir,

IN consequence of the departure on the 15th of this month, of Lieutenant Cresswell, with a detachment of seamen and marines from H.M.S. under my command, for embarkation on board this vessel for a passage to England, to enable me to carry out the views mentioned in my letter to the Secretary of the Admiralty on the 5th instant, having also Mr. Sainsbury, mate, a great invalid and incapable of doing duty, who, should we not get out from Bay of Mercy this season, will have to be discharged with the senior lieutenant and party, into the "Resolute" during the autumn.

I have to submit it will be necessary that another commissioned officer of the wardroom rank should be appointed, and to request that Mr. Stephen Court, second master, may be ordered to act as master of Her Majesty's Ship, under my command.

The exemplary conduct of this officer interests me in his behalf, and it was my intention to have done this, as mentioned in my letter to the Lords Commissioners of the Admiralty, with which you are acquainted.

I have, &c.

ROBERT M'CLURE, Commander

No. 6.

Captain KELLETT, C.B., to Commander M'CLURE.

H.M.S. "Resolute," Dealy Island,
20th of April, 1853.

Sir,

I HAVE to acknowledge the receipt of your letter of yesterday's date, requesting that a commissioned officer of wardroom rank might be appointed to H.M.S. under your command, and recommending Mr. Stephen Court, 2d master, for advancement.

I fully concur with you in the necessity of a second executive officer of wardroom rank being on board the "Investigator," and enclose an acting commission as master for Mr. Court, whom you have recommended.

He is to be borne in lieu of a lieutenant, after the departure of that portion of the crew for this ship, for passage to England.

I have, &c.

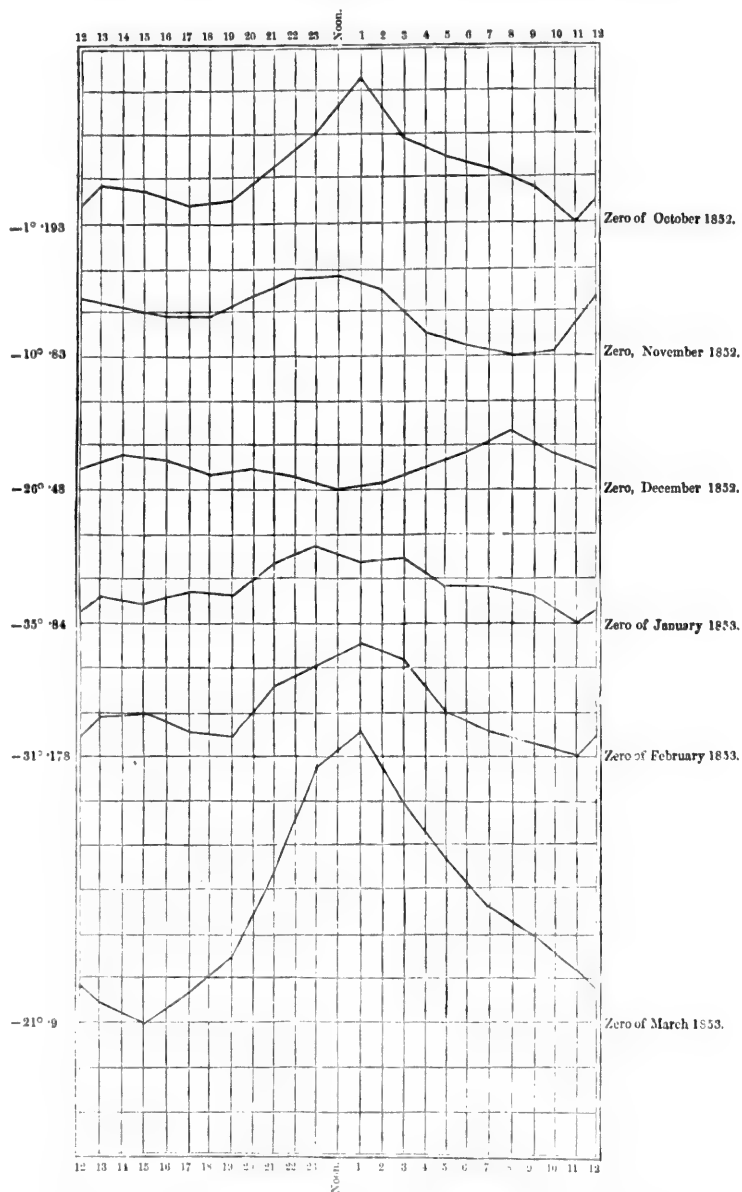
H. KELLETT, Captain.

No. 7.
H.M.S. "Resolute."—TABLE of TEMPERATURES, MELVILLE ISLAND, Lat. 74° 46', Long. 10°.

Mean A. Time -	12	13	14	15	16	17	18	19	20	21	22	23	Noon	1	2	3	4	5	6	7	8	9	0	11
Mean of 31 Days -	-	-0.306	-	-	-	-0.774	-	-0.677	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diurnal Variation -	-	0.887	-	0.709	-	0.419	-	0.516	-	1.306	-	+0.807	+7.048	2.241	-	1.902	-	1.499	-	1.193	-	-0.468	-	-1.193
												2.0										0.725		0.0
Mean of 30 Days -	-10.53	-	-9.7	-	-9.92	-	-9.96	-	-9.48	-	-9.11	-	-9.04	-	-9.37	-	-10.33	-	-10.57	-	-10.83	-	-10.77	-
Diurnal Variation -	1.30	-	1.13	-	0.91	-	0.87	-	1.35	-	1.72	-	1.79	-	1.46	-	0.50	-	0.26	-	0.0	-	0.13	-
Mean of 31 Days -	-25.95	-	-25.73	-	-25.81	-	-26.19	-	-26.1	-	-26.18	-	-26.48	-	-26.26	-	-25.93	-	-25.68	-	-25.35	-	-25.68	-
Diurnal Variation -	0.53	-	0.75	-	0.67	-	0.29	-	0.38	-	0.30	-	0.0	-	0.22	-	0.45	-	0.80	-	1.13	-	0.80	-
Mean of 31 Days -	-	-35.21	-	-35.35	-	-35.11	-	-35.19	-	-34.45	-	-34.16	-	-34.46	-	-34.38	-	-35.05	-	-35.05	-	-35.19	-	-35.84
Diurnal Variation -	-	0.63	-	0.49	-	0.73	-	0.65	-	1.38	-	1.68	-	1.38	-	1.46	-	0.79	-	0.79	-	0.65	-	0.0
Mean of 28 Days -	-	-30.286	-	-30.179	-	-30.64	-	-30.716	-	-29.586	-	-29.107	-	-28.607	-	-28.893	-	-30.164	-	-30.607	-	-30.857	-	1.178
Diurnal Variation -	-	0.892	-	0.999	-	0.588	-	0.462	-	1.642	-	2.071	-	2.271	-	2.285	-	1.014	-	0.571	-	0.321	-	0.0
Mean of 31 Days -	-	-21.5	-	-21.9	-	-21.2	-	-20.45	-	-18.5	-	-16.16	-	-15.3	-	-16.9	-	-18.2	-	-19.3	-	-19.9	-	-20.45
Diurnal Variation -	-	0.4	-	0.0	-	0.7	-	1.45	-	3.4	-	5.74	-	6.6	-	5.0	-	3.7	-	2.6	-	2.0	-	1.25

No. 8.

DIURNAL VARIATIONS of the Thermometers at Melville Island, 1852-53.



Scale of 1° of Temperature to 0.35 of an inch. The curve rises with increase of Temperature.

No. 9.

TABLE showing the Direction of the Winds in each Month: the numbers in decimal parts of 1, their frequency.

	September 1852.	October 1852.	November 1852.	December 1852.	January 1853.	February 1853.	March 1853.
North	*2745	*4320	*3814	*5862	*4366	*5923	*3911
N.N.E.	*0324	*0313	*0928	*0698	*0309	*0480	*0364
N.E.	*0536	*0153	*0582	*0057	*0139	*0187	*0157
E.N.E.	*0077	*0066	*0600	*0057	*0809	*0187	*0148
East	*0706	*0099	*0891	*0395	*0990	*0553	*0364
E.S.E.	*0148	0	*0174	*0184	*0106	*0480	*1527
S.E.	*0939	*0241	*0582	*0328	*0053	*0097	*0867
S.S.E.	*0085	*0384	*0294	*0164	0	*0011	*0049
South	*0437	*0165	*0110	*0032	*0042	*0041	*0078
S.S.W.	0	0	*0027	0	0	*0041	*0009
S.W.	*0218	*0066	*0174	*0016	*0468	*0105	*0085
W.S.W.	*0197	*1066	*0127	*0008	*0139	0	0
West	*1517	*0351	*0082	*0008	*0511	*0009	*0009
W.N.W.	*0113	*0055	*0202	*0090	*1043	*0016	*0158
N.W.	*1298	*0780	*0294	*0148	*0479	*0114	*0009
N.N.W.	*0712	*1527	*0809	*1600	*0543	*1725	*2177
Calms	16 hours.	40 hours.	8 hours.	21 hours.	45 hours.	21 hours.	37 hours.

No. 10.

Captain KELLETT, C.B., to Commander PULLEN.

By Henry Kellett, Esq., C.B., Captain of Her Majesty's Ship "Resolute."

Sir,

HEREWITH you will receive despatches and other documents connected with the service of the Western branch of Arctic Expedition under the command of Sir Edward Belcher, C.B., addressed to him, as well as those containing the proceedings of Her Majesty's ship "Investigator."

You will give directions for their being copied for the information of Sir Edward Belcher, transmitting the whole of the originals to the Secretary of the Admiralty for their Lordships' information by the first opportunity.

With reference to the equipment of the "North Star," I refer you to my letter addressed to Sir Edward Belcher of this date, all information connected with which I think you will do right to follow.

Should you have an opportunity of sending to England before a vessel reaches you from this place, you will deliver the despatches from Commander McClure into the charge of Lieutenant Cresswell, sending the whole of the party by which you receive this, to England.

Given under my hand, on board Her Majesty's ship "Resolute,"
Beechey Island, 7th May 1853.

(Signed) HENRY KELLETT, Captain.

Commander Pullen, Her Majesty's ship "North Star,"
Beechey Island.

No. 11.

SECRETARY OF THE ADMIRALTY to Captain KELLETT, C.B.

Sir,

7th October 1853.

I HAVE received and laid before my Lords Commissioners of the Admiralty, the narrative of the proceedings of the Western Division of the Relief Expedition under your orders, and I am desirous to express to you the satisfaction with which their Lordships have received intelligence of the safety of H.M. Discovery Ship "Investigator," under the command of Captain McClure, and of the success you were enabled to extend to that ship.

In conveying to you their Lordships' unqualified approval of your exertions, I am at the same time to express to you their satisfaction at your report of the

good conduct of the officers, seamen, and marines employed under your orders, more particularly whilst engaged in their extended sledge journeys, the result of which, especially those to the westward under Commander M'Clintock and Lieut. Meeham, my Lords anxiously look forward to be acquainted with.

I am, &c.

(Signed) W. A. B. HAMILTON.

No. 12.

To the Officer Commanding the Sledge either from the "Assistance"
or "Pioneer."

Sir,

Point Phillips, 16th April 1853,

I ARRIVED here this morning on my return to the "North Star," after having deposited at Cape Becher, despatches for Sir E. Belcher, duplicates of which are underneath. There is also at Cape Becher a small cask of newspapers and packet of letters for both ships, brought out by Commander Inglefield in the "Isabel." He arrived on the 7th of September last, and left again the next day. The "Prince Albert" was also with us, arriving on the 19th of August.

The "North Star" was driven on shore by ice, and a heavy S.E. gale of wind last September; and, as we have not been able to get her off yet, it is very probable that no party will be here on the 1st of May. You therefore deposit your despatches, &c., and they shall be sent for as soon as possible. One party will leave when I return for Cape Becher; they will also have the letters brought over by "Albert" from Port Leopold, as well as a few more papers from England.

We passed this on our way to Cape Becher, but not finding it out until I got the latitude, then about one mile north and two or three west, I would not turn back, but made for Baillie Hamilton Isle.

The travelling has been very heavy, and on the west side of the islands dangerous, for many holes of water and much rotten ice was seen, of course getting worse daily. We left the ship on the 2d of March, "all well."

Yours, &c.,

W. J. S. PULLEN, Commander, R.N.

At Cape Rescue, 20th April 1853.

Commander Pullen arrived here on the 30th March, leaving his ship the "North Star," in Erebus Bay, Beechey Island, on the 21st. After breaking his two sleds, was obliged to proceed with one, made out of the two sound runners, and part of his party of twelve to Point Phillips and Becher, leaving the remainder of party here. Reached Point Becher on the 10th of April, and deposited dispatches for Sir E. Belcher, also letters and a cask of newspapers for both ships. On his return deposited duplicate dispatches at Point Phillips, and arrived here on the 19th of April. Found the party gone on to the ship, made this caché and left the next day. Party all well.

Found the travelling throughout very heavy and dangerous on the west side of the islands, from so much open water and rotten ice—in many places not more than an inch thick, and covered with a thin coat of snow, through which himself and Mr. Alston broke.

April 20th 1853.

No. 13.

Commander PULLEN to Captain Sir E. BELCHER, C.B.

H.M.S. "North Star," Beechey Island,
11th July 1853.

Sir,

1. HAVING acquainted you with the proceedings of Her Majesty's ship under my command, up to the end of February, which I left with letters from England at Cape Becher last April, I beg to forward you a further account up to this time.

2. From the records I left at Cape Becher you will be acquainted with the state of the ice between it and this place. I commenced my return on the 11th April, making an attempt to cross the northern channel for the purpose of

passing to the eastward of the islands, but was frustrated in consequence of the heavy and hummocky state of the ice; the like success I met with in the middle channel, and from the same cause, together with the rotten and unsafe nature of the floes, exhibiting many holes of open water and ice so thin that on two occasions myself and Mr. Alston (mate) broke through into the water. I got into Cornwallis Island again (west of Cape Phillips) on the 16th, and the next day my last and remaining sled was unfortunately broken, so that it was with much difficulty I reached Mr. Penny's boat, leaving duplicate despatches at Point Phillips on passing it. Here I was detained until Monday, the whole intervening time being employed in converting the large boat sled, so as to take us back to the ship. On the 20th I arrived at my depôt at Cape Rescue, and found the men I had left there gone to the ship. The next day I proceeded, made for and reached Cape Bowden on the afternoon of the 22d, and the ship on the 24th, the four men having arrived two days previous.

3. The travelling on the return journey was much better from the heavy snow-drift filling up between the hummocks, and taking a somewhat different route; hence the short time we took in accomplishing it.

4. The second party had gone off, and as I said in my notice at Cape Becher that they would visit it, feared by their taking the same route I did they would not be able to cross, and having been away only two days, sent a light party out to desire the officer in charge to take the eastern route; unfortunately they were unsuccessful: I could therefore only trust that Mr. Shellabear, on reading the notices left at Cape Rescue and Point Phillips, would keep well to the eastward on crossing the Queen's Channel, and thus reach Cape Becher all right. On the afternoon of the 21st May this party returned, not having been able to reach the extreme point of rendezvous in consequence of the state of the ice. A copy of his journal I forward.

5. It was fortunate that I left at so early a period, for on returning from Cape Becher the 11th and 13th April, found the ice had so visibly changed, showing many more large cracks and holes, that on my arrival at Cornwallis Island I did not consider it safe to return, even immediately had it been necessary.

6. On my arrival at the ship I found every preparation for getting off in as advanced a state as possible. All the heavy ice that had been forced up under the bows, nearly to the bowsprit, was for the third time removed, together with the snow dug down to the solid ice for some distance ahead, the line of intended dock gravelled for at least two miles to seaward, and the house finished with the exception of a few small jobs; it is now complete all but the banking outside, is most substantially built, and will afford comfortable accommodation for any parties who may reach it.

7. It was not until the 23d May that we could commence with the saws, and then from the state of the weather, the thickness of the ice, (seventeen to five feet,) our progress was very slow, the banking was removed from the ship's side well down to the bilge, leaving just sufficient to prevent her falling over. At first no water was under her, but on its gradually finding its way in, found she was fairly embedded in a cradle of ice, and raised at least eighteen inches off the ground; this I discovered by getting only at the highest tides twelve feet two inches on the sternpost, whereas in a small hole under the port counter there was thirteen feet eight inches;—in this latter place last autumn the soundings were the least. I now had the remaining embankment removed from the ship on either side, and found from the after part of the fore chains, right aft, and down to the keel, the ice fairly stuck to her bottom. To get the water along the bilge a narrow trench was dug out fore and aft, to allow it to come in from forward and remain there at low water; and, with ashes spread, a change soon became apparent, the tide coming over the ice and the ship rising to nearly an even keel from the three degrees list she had had to starboard for the last month.

8. On the 30th May, to my surprise, an officer arrived from the "Resolute" with the gratifying intelligence of the "Investigator," Commander McClure, having nearly performed the North-West passage, she is now and has been since September 1851, within reach of Winter Harbour, Melville Island, and about 167 miles from Dealy Island, the "Resolute's" winter quarters. Her present position is in a bay (Mercy Bay) on the north shores of a new island they have discovered, and named after Sir Francis Baring. This was first known last autumn, by one of Captain Kellett's travelling parties picking up at winter

harbour their notice left on the large sandstone rock. Copies of letters from Captain Kellett, together with journal, chart, and other documents from Commander McClure, I take with me to leave at Cape Becher, retaining the originals for transmission to England, as per order from the former also enclosed. The officer (Mr. Roche, mate) from the "Resolute" was accompanied by the boatswain, and ten men from his own ship, also two of the "Investigator's" officers, sent on here for a passage to England the first opportunity. Many of the "Investigator's" people were left at Dealy Island unable to travel, and if she is to be finally abandoned this year, all join the "Resolute."

9. Considering it necessary under present circumstances that Captain Kellett should be acquainted with the position of this ship, Mr. Roche having volunteered to return, and Lieutenant Cresswell's opinion being favourable as to the practicability of doing so in time, I gave him a light equipment, all our dogs, and sent him off on the 4th June.

10. The men which came from the "Resolute," as soon as they had recovered from the fatigues of their journey, were employed with our own on the ice; and we began to make a better show of removing the obstacles about us: still it was a slow process cutting up and parbuckling out such heavy ice. The powder now came into requisition and told well, when on the 24th June we had cleared out so much ahead, that, could we only get her out of her icy cradle, we might move her on end with the purchases. About twenty tons of provisions, stores, &c., were got out and placed on the ice alongside, which nearly cleared the vessel.

11. Having for some days past observed that the highest tide mark on the sternpost never showed more than 11 ft. 10 in., indicating a decrease in the depth; whereas, under at the port counter it was the same, which I was at a loss to account for, when on the 24th June I had a hole dug in the ice close to, and got completely through to the ground; then by means of a spirit level found, as the tide rose, it floated the ice close to fairly off the ground, with the ship imbedded in it, thus acting on her just like an immense camel. Now on either side of the ship, fore and aft, and about two fathoms off, the ice that we had taken the banking off was cracked from the main body, but not sufficiently clear to allow it, ship and all, to go out together; for it was very evident all was off the ground at the top of high water. The saw was therefore passed through the ice within this crack, right aft to the stern, crossing two cracks at right angles with the ship's side; holes also were dug through, and as the whole mass floated up with the ship, a few four pound charges were fired, which, in a great measure shook the ice from the ship's bottom, and by the evening of the 25th had a pretty good space cleared nearly aft to the starboard gangway. The tides were now taking off, and I did not expect to be able to move her (doubtful even then) until the middle of July; however, as there were four holes yet in the ice, on the starboard side, fairly through to the ground, I determined on trying with a night high water, if charges placed and blown off in quick succession would not move her in her bed. I saw no other hope: it was a desperate remedy, but ours was a desperate case, and there was no calculating when we should move her, for as we advanced, the heavier became our work; and with pick-axes, saws, and shovels, it was indeed a slow operation; and we might not possibly get off, until forced off by the ice driving out in a body, as it did last year. Night tides were now certainly the highest, so at 2 a.m. on Sunday morning the 26th, the purchases were again manned; sails set to a light breeze from E.S.E., and one charge placed in a hole at the gangway. At this time there was 14 feet 6 inches under the fore foot, and only 11 feet 10 inches showing on the sternpost, so I considered her at least 18 inches at this spot off the ground, borne up as before said by the ice. The purchases therefore being taut, three more charges held in readiness; the gangway one was ignited, which on exploding, to my great relief, not only shattered the ice about us so much, but the ship fairly moved in her icy bed, seeing which, I had the others in immediately; one in a hole half way along the main chains; another under the mizen chains, starboard side; and one close by the sternpost, with fuzes cut and ignited, so as to explode in quick succession. They had the desired effect, for they so shattered the ice alongside and under the stern, apparently shaking it off her bottom, that she sank down bodily, and with keeping a taut strain on the purchases, sprung ahead: after which, we hove her ahead gradually, until having

moved her on an end "forty-two feet," we could go no further until more ice was out of the way. The tide also was falling, but having gained so much, I now felt confident of our getting afloat in good time, and as soon as we could clear space ahead where we had been cutting for heaving into. This we managed to do, and by floating on gradually until we could float, much ice passed into the open space astern; when, on the evening of Thursday, the 30th ultimo, we were up to the head of our dock, and in water where she could lie afloat at the lowest tides. After having lain nine months fast held, powerless in a bed of ice, there was a rejoicing this evening you may be sure, sir, and I trust never to be placed in a like position again: such an occurrence is, I believe, unparalleled in the annals of Arctic navigation for such a length of time.

12. On the 6th instant, the ship's bottom was swept, and we could not detect that she had received any injury: she was also as tight as ever, making no water, at which I am surprised, from lately having strained so much. In sweeping, much ice was worked off her bottom, and came up alongside the small bower anchor, and with it also about thirty fathoms of chain I fear we shall lose, for the ice in its direction is very heavy and hummocky: at all events we may possibly pick it up if the ice clears out of the bay: at present I see no hope for it, for up to this date, as far as the eye can reach from the summit of Beechey Island, not a patch of open water is to be seen in any direction but our dock, or the ice moving in Barrow Straits. This season, therefore, I fear will be a very late one, although so fine and early a spring.

13. After getting off, preparations were commenced for my leaving; and, as it would be necessary to take a boat, a solid sled was made, and the gutta percha boat left by the "Prince Albert" got in readiness, and this evening I leave for Cape Becher. Whenever practicable, I propose sending a boat across to Port Leopold, to examine the state of things there.

14. All the provisions but nine months' for my own crew are in the course of landing, and very nearly completed. The perishable articles will be placed in the house. Our water is complete, and the ship will be ready for any emergency by the end of the month. The dock cutting, although over a great distance, I think will be of easy accomplishment, for it is now so wasted down where we have gravelled and covered with water, that any of our boats would float in it.

15. With respect to this place as a winter quarters, I do not consider it a safe one for a ship of this draft, for at the time you generally look for the closing of the season the south east winds appear to prevail, driving in heavy bodies of old ice, and for us there is no shelter whatever. With no hope of getting an answer from you in time, I have acquainted Captain Kellett of this circumstance, and a request to be allowed to move.

16. On my return from Cape Becher, I found Mr. McCormick, the surgeon, laid up with a broken rib, since which he has not been out of the sick list. I enclose herewith the sick report; and in concluding this letter I beg strongly to recommend to your favourable consideration my executive officers, Mr. Pullen, the master, in particular, whose exertions at all times have been unceasing, and his suggestions during this trying period most valuable. Mr. Alston, mate, has shown a worthy example, not only at this time in particular, but on the journey with me to Cape Becher and back again. Mr. Shellabear, the second master, has not only done his work well, but on two occasions when he had charge of travelling parties, his conduct of them has fully met my approbation. The behaviour of my crew has quite equalled my expectations.

I have, &c.,

W. J. S. PULLEN, Commander.

No. 14.

Cape Rescue, July 17 1853.

CAPTAIN PULLEN arrived here again early this morning on his way to Cape Becher, having left the "North Star" in Erebus and Terror Bay, on the 11th, with a party of ten men and an officer, with a boat and sled. Proceeded on the 18th.

The above party arrived here on their return on the morning of the 4th of August, having met the "Assistance" and "Pioneer" off Point Majendie. Sir E. Belcher intended passing down the eastern shores of Wellington Channel to Beechey Island.

On a line N. 34° 30' W. by compass, underneath the second heap from this, and close under the rugged part of the hill, was deposited about 70 lbs. of pemmican, 50 lbs. of bread, and some grease, all removed from this, the bears having broken in on a former occasion. The cairn on the beach also directs to the provisions.

The party left again on the ^{morning of the 6th}_{evening 5th}, detained the intervening time by weather and repairs necessary to boat and sled.

W. J. S. PULLEN,

Commander of H.M.S. "North Star,"

On shingle ridge just above the beach (Cape Rescue.)

Close under the hill underneath a heap of stones was deposited, by Captain Pullen of H.M.S. "North Star," a quantity of provisions for the use of any parties who may be short on arriving at this spot.

See cairn, with notice and small bamboo on the point.—August 4th 1853. "All well."

NO. 15.

REPORT OF PROCEEDINGS.

Commander PULLEN to Captain Sir E. BELCHER, C.B.

Her Majesty's Ship "North Star,"
Beechey Island, 12th of August 1853.

Sir,

1. I HAVE the honour to inform you, that after leaving the "Assistance" on the 27th ultimo, I proceeded, according to your wishes, into Cape Majendie, built two large cairns, and deposited the notices on the rocks, over where the provisions are deposited; obtained a very imperfect set of observations for time and latitude (by reason of the weather). Crossed to Dundas Island, passed down its western shores, and that night encamped about half a mile to the southward of Point Fitzjames; the next morning I started with a reasonable hope from the state of tide, ice, and weather, of reaching Point Phillips that evening; but, on arriving off Point Visconte, there was a thick fog coming up from the southward, quite obscuring the southern land; still I could see some distance in the desired direction, therefore, with a fair breeze, I shoved off, determined to make a push for Cornwallis Land. I don't suppose I had run more than five miles, before I suddenly found myself encircled with driving ice, and almost immediately we were compelled to select the best floe and haul our boat up, soon after which all appeared a dense mass as far as the eye could reach, heaving and grinding together; and the fog clearing off, saw it was all packed up on either shore, without any hopes of our being able to move on, unless wind or tide opened out a passage. Thus I was detained until 7.30 A.M. of the 30th ultimo, only moving to get on a better piece of ice as the floe drove, when, from the southerly wind then breezing up, apparently driving the ice hard up on the southern shores of Baillie Hamilton Island; and the flood tide having moved an immense smooth floe piece to the eastward, I commenced to launch the boat, and, after passing over innumerable quantities of hummocky stuff, occasionally forcing through small pools of brash ice, I got on it, and at 1.45 of the morning of the 31st, launched the boat into open water about four miles from Cornwallis Island, and six to the westward of Point Phillips, which point I reached at four the same morning; found my party there all well, but looking anxiously for our arrival.

2. On the 1st instant, at 3 A.M., I saw, as if coming through the ice for the land, a boat, which I concluded to be yours, therefore pulled out for it; but finding it only a piece of block ice returned, embarked the whole party, pulled up to the ice, got the boat on the sledge, and proceeded in a direct line for the island, a short distance off the land, and before I got abreast of Abandon Bay,

the ice was so bad, that the sledge, boat, and party broke through, and we were obliged to haul in for the land again and pursue the usual course; and at 15 minutes after midnight of the morning of the 4th of August reached Point Rescue. Here I was detained till the morning of the 6th by the weather, when, after leaving a notice as to the whereabouts of the *dépôt*, and the course you were pursuing for this place (see notices dated July 17), started for the ship, and arrived on board on the evening of the 11th instant. I found at the mouth of the bay (surrounded by ice) Her Majesty's steam vessel "Phoenix," Commander Inglefield, with a transport from England, having on board provisions and coals for the expedition, and discharging with all speed.

3. Finding Commander Inglefield had left for Cape Rescue the day before I arrived, taking with him Mr. Alston, mate, and two boats; I at first thought of sending after him, but on consideration, and it would take some little time to equip a sledge, I deci dedon sending a party direct to you with dispatches and private letters.

4. Lieutenant Bellot, the French officer in the "Phoenix," having so gallantly volunteered to lead this party, I have given him the command, a light equipment, so as to ensure reaching your ship as speedily as possible.

5. Commander Inglefield will, I expect, reach you about the same time; learning from Point Rescue your probable position.

6. The ice here only opened out on the 1st, when two casks, containing notices, were set adrift. The ice in Wellington Channel is still heavy and closely packed, with no appearance of a disruption after leaving Point Rescue till I arrived at Point Innis, where it had broken off directly across the channel to Cornwallis Land, but still floating about in heavy masses. In Barrow Strait it is close up to the floe edge, but from the top of the island long leads are visible to the S.E.; to the westward still heavily packed; both the "Phoenix" and transport have been nipped, and are nearing the island whenever an opportunity offers.

7. In conclusion, I am most happy to inform you, that the anchor from which we drove last September, and which I despaired of recovering, the master has succeeded in getting once more to the bows. We have therefore happily lost nothing, and the ship is now ready for sea with the exception of getting a few more provisions on board, which will be done immediately the transport is discharged, by which time I trust you will be here.

I have, &c.,

W. J. S. PULLEN, Commander.

N.B. I am in great haste to get Lieutenant Bellot off, I therefore beg you will excuse any inaccuracies, and to state that I have every confidence in him, and he will give you all the news.

VIII.

Journal of the "North Star," Commander Pullen, 14th August 1852 to February 1853.

No. 1.

JOURNAL of the PROCEEDINGS of Her Majesty's Ship "North Star," in Erebus and Terror Bay, Beechey Island, Winter of 1852-53.

1. The "Assistance," and "Pioneer," her tender, left for Wellington Channel on the night of the 14th. the "Intrepid" now hauled alongside to take in her share of coals (having completed the provisions before), and on Sunday morning, about 11 A.M., she finished, almost clearing out the "North Star" entirely. Provisions, however, we have plenty; but coals and fuel I fear we may fall short of.

2. The steamer lit her fires directly, and as soon as the steam was up we exchanged parting salutes with her and the "Resolute," when she took her charge in tow and steamed off to the westward for Melville Island, thus leaving us to our reflections and solitude for the next twelve months at least.

14th August, 1852.
15th August, "Resolute" and "Intrepid" leave.

Orders, &c.

Arrangements for carrying them on.

Reasons for visiting Maxwell Bay.

Cause for supposing a passage from Maxwell Bay.

Arrangements for Commanders and spring parties.

See Enclosure (I.C.) "Mary" Yacht.

Visit the "Mary."

Sledge tracks, &c.

16th August. Arrangements for Mr. McCormick.

17th August.

The "Mary" Yacht.

3. The orders I received from Sir Edward Belcher, on his leaving, was to despatch two sledge parties to form depôts on the east side of Wellington Channel, preparatory to more decided exploration of North Devon, Jones Land, and the land northerly in the spring of 1853. One of these parties on each occasion, Mr. McCormick, the surgeon, was to have charge of, I therefore decided as soon as the ship was in a safe position, to send him off first, but as the day was Sunday, and all having been constantly employed from the moment the "Resolute" came in, I considered that Wednesday would be early enough, as at that time I hoped to get into a good dock before losing the services of the six men for the party, for it was a great diminution of our small ship's company.

4. The remaining sledge party, or boat party, this season, I intended to give in charge to Mr. Shellabear, the second master, fully purposing it to be entirely sledge work, therefore not to go off until the ice made sufficiently for travelling; and as I had heard a great deal of talk about the probability of a passage from the head of Maxwell Bay into some northern water, or perhaps Jones' Sound, I, as soon as the ship was all safe, determined to go into that bay, for the purpose of examining it and settling the matter completely at rest, and perhaps on my return visit Port Leopold.

5. The cause for this conjecture arose from Mr. Krabbé, now Master of the "Intrepid," having been into Maxwell Bay last commission, and considering that he could see a very considerable distance towards the head of the bay without a continuation of land, thought it probable there might be a lead into some more northern water.

6. As the command of one of the spring parties had been arranged for by Sir Edward Belcher, in the person of Mr. McCormick, I intended giving the second to Mr. Shellabear, and lead the third myself, purposing then, if possible, to reach the "Assistance" in her winter quarters.

7. Captain Kellett being the last senior officer on leaving, handed me a letter urging the necessity of visiting Port Leopold, which I had also decided on doing,—therefore would prepare for it; and considering that the "Mary" yacht on the beach in Union Bay would be well adapted for the service, I determined on launching and bringing her into Erebus and Terror Bay the first convenient opportunity, also considering it the best place for her, as she would most likely require repair after the exposure to Arctic weather. On the afternoon of Sunday the master and I, therefore, visited the little vessel. She was lying on a gravelly beach on the northern shores of Union Bay, with her keel about six feet above high-water mark, with provisions in her, left not only by Sir John Ross but other Arctic parties who had visited the place in 1851.

8. In the course of our ramble we came on the sledge tracks mentioned by some of the former parties, and on tracing them up towards a deep valley, through which a rapid stream was running, and emptying itself in Union Bay, when we lost all further traces but the remains of a broken pine spar; finding nothing further, returned on board.

9. This morning I told Mr. McCormick that he could leave the ship with a crew of six men on Wednesday, requesting him at the same time to acquaint me with the quantity of provisions he would wish to take and the names of his crew, as he had said before that several of the people had volunteered to accompany him. Shortly he gave me the required lists, and I ordered everything to be got ready by that time.

10. On Tuesday morning, in the dingey, with Mr. Shellabear, second master, one of the quartermasters, and the captain of the carpenter, I pulled round Beechey Island into Union Bay, and landed close to the "Mary," and commenced preparations for getting her off the beach.

11. We had brought from the ship a pick-axe, two shovels, two ice anchors, a luff-tackle and a snatch block, considering that as she lay on the top of a sloping beach, and not far off the high-water mark, it would be quite sufficient to get her about half her length over that mark, and the tide would do the rest. All the gear she had was her standing rigging (Mudian rig), a piece of chain cable, and a small anchor, one arm of which was broken off. Under the hatches was the provision, consisting of about one dozen casks, which we got out, also her sails, and spread them to dry, for they were in a very damp state and greatly mildewed; a small quantity of fire-wood, a few wedges, and two or three pieces of old spurs, which came in handy as rollers.

12. The anchor I buried at low-water mark, passed the chain round her as a necklace, and hooked on the luff, when, after clearing a great quantity of shingle from under her bilge, hove taut, but, with all our efforts, she did not budge one inch. However, determining not to be conquered, we had another examination into the shingle under her port bilge and keel, when, on clearing away, found she was hard frozen right fore and aft; it was soon cleared; wedges brought into play; two rollers got under her; another trial, when, lo and behold! the other arm of the anchor broke off. The ice anchors were then had recourse to, placed in the very same spot, well buried, and two or three casks of salt provisions on them, and although we got well down into the ice, directly the strain came on, the anchors jumped fairly out of the ground, and I began to fear we should have to give it up until we got more strength from the ship. We were only four and one half-tackle to lurch over a shingle beach a vessel of twelve tons burthen, and doubled nearly up to the plank shear. The ship was at least three miles off, and knowing full well that she could ill spare strength from their present occupation, I resolved on making another attempt, and by bringing a new auxiliary into play was successful.

Getting the "Mary" off.

13. On the starboard quarter of the "Mary" lay a large grounded piece of ice, left, I suppose, by the last tide (the vessel was lying with her stern to the water); in the outer edge of this ice the two anchors were fixed; then a long strap, made of a piece of spare rope, to which the luff-tackle, as well as to the necklace, was hooked, and on its fall one of the yacht's runners. The wedges and rollers had been before placed, we therefore set well taut, when, to my delight, I found the anchors hold; so with all our weight and a good will we started her. Little as it was, it was quite enough; therefore, after numerous fleets and working steady, by midnight of Tuesday she was in the water. She leaked a little, certainly; however, provisions were put on board again, sails were bent, and we shoved off for Erebus and Terror Bay, which we reached about four o'clock on Wednesday morning in a heavy snowstorm and strong breeze from N.N.W.

Arrive in Erebus Bay 19th Aug. 1.

14. It was fortunate we got in when we did, for before we could make fast to the ship the wind increased so considerably, that had we been blown off the land, very probable so light as the vessel was, she would have gone bodily to leeward. The master informed me too that almost all the time I had been away, just twenty-four hours, it had been blowing hard, either from N.W. or S.E. With us in Union Bay it appeared quite calm.

Stron

15. We are now working hard to get the ship into secure quarters, but notwithstanding all we had yet cut, she seemed as much exposed as ever, for with the breezes blowing lately, the outer parts of our dock was constantly breaking up. It appeared as if the bad weather had set in for good, and we were experiencing some of the rigours of northern regions.

How emp

16. Mr. McCormick was not able to get ready before Thursday, in fact it was blowing too hard; when at seven o'clock in the morning of that day, a sail was seen in the offing standing in towards us. As she approached we could plainly see it was the "Prince Albert," when at a quarter after ten Mr. McCormick left for his explorations in Wellington Channel, and just a quarter of an hour after, Mr. Kennedy, the commander of the new arrival, with the French lieutenant (Bellot) had landed on the floe close to us.

10th August "Prince Albert" arrive.

17. Mr McCormick was provisioned for one month, and as he had received orders from Sir Edward Belcher respecting the conduct of his explorations, I had no directions to give him, only furnishing him in writing with a few suggestions and intentions as to our future proceedings. He expressed great satisfaction with his fit-out when he left.

See Enclosure letter to Mr. McCormick.

18. The "Prince Albert" wintered in Batty Bay, arriving there in September 1851, shortly after which time she was driven on shore by the ice, only getting off again when it eased off, and by taking much weight out. However, when all was made snug again for the winter, Mr. Kennedy on the 5th January 1852, with a party, started for Fury beach, reaching it on the 8th, when after making a small deposit of pemmican (90 lbs.) returned to his vessel by the 12th. He found provisions and coals at Fury beach.

"Prince Albert."

Winter Quarters.

Proceedings.

19. On the 25th February, Mr. Kennedy again started with four men, Mr. Bellot, the French lieutenant, and five dogs. Travelling southward along the coast, they came to an old camping place, (Lieut. Robinson's, of the "Investigator,") arrived at Cape Garney on the 1st of April, the bottom of

Brentford Bay on the 8th, and found open passages among islands (Bellot Strait) leading through to the westward to Victoria Strait.

20. Now to describe their proceedings, &c., as near as possible, in Mr. Kennedy's own words. In the channels the ice was open with a strong current, quite as much as six knots, influenced greatly by the prevailing winds, and apparently deep water; land on either side precipitous, and much broken into deep fiords. We got through into Victoria Strait on the 9th, and considered ourselves in the vicinity of Cape Bird. The variation Mr. Bellot made 130° W.

21. From this spot saw a western land distant from twenty-five to thirty miles, which to the northward was apparently continuous round to this. To the S.W. evidently the sea. We made for this western land in a course varying from N.N.W. to West, in consequence of the hummocky ice, and did not reach it until the 12th. It was very low, and night, so covered with snow, be easily taken for the floe, had we not dug for satisfaction. Travelling on about the same course, the land almost imperceptibly rising, and snow lying very light latterly, came to a table land twenty-five or thirty miles from the coast; when on the 20th after reaching the meridian of 100° W., turned to the north, and on the 27th made the latitude $72^{\circ} 53'$ N. We now bore to the eastward, and reached the coast in a bay about Prescott's Islands (of Sir J. Ross), kept now to the northward, passed inside of Sherrard Head, across Back Bay, and saw the land on the opposite shores of Ommanney Inlet, walked on for Cape Walker and reached it on the 4th May, when we saw a large pile of rocks of trap formation, but what we now consider to be the cairn erected by some of Captain Austin's expedition.

22. We now proceeded for North Somerset over very hummocky ice, and reached Limestone Island on the 8th; found at Cape McClintock the provisions there deposited, and arrived at Port Leopold on the 15th May. Here we remained thirteen days, to recruit not only ourselves but the dogs, for lately we had nothing to feed the poor brutes on but leather. When the ice opening out we were able to get on, in the boat we had left here previously, to within about four miles off Elwin Bay, where the ice was again so close that we were obliged to resume the march, and reached the vessel in Batty Bay on the 30th of May.

23. I asked Mr. Kennedy how he had fixed his positions, regulated his course, &c., when he referred me to the French officer who has been the navigator throughout, and as far as I can see and learn a most valuable coadjutor. They differed a little in courses, &c.; but in main points agreed very well.

24. Such is the sketch Mr. Kennedy gave me of their proceedings; doubtless I might have got it more fully in writing, but as I thought it better to avoid anything that might be considered like interference, took the account in this way, although Mr. Kennedy was very anxious to place himself under my orders. This, however, I could not agree to, but gave him fully to understand that I would render him every assistance I possibly could, consistent with the conduct of our own expedition.

25. The "Prince Albert" only got out of winter quarters a week since, passed within sight of Port Leopold, and stood over to the northern shore, when seeing us in this bay, came in. All appear to have suffered much from scurvy and hard work, notwithstanding which Mr. Kennedy preferred a request to me immediately on landing, and before I got his account, for a sufficient number of men to make up a boat's crew) as he had determined to remain out himself, if possible, and complete that portion of the coast yet undiscovered, in the direction of the magnetic pole, and opposite shore; and which I cannot but help considering, will be the only passage by which either vessels or boats will get to Behring's Straits. Mr. Kennedy's reason for going north instead of south after getting into Victoria Strait, was his not being aware of any one having been at Cape Walker, looking on it as a likely place to get information: hence the mistake about the cairn.

26. This request of Mr. Kennedy's was rather a puzzling question to decide on, one I was not at all prepared for; and having before me still an occurrence similar in a former expedition, I was rather at a loss how to act. As it required some consideration, I requested Mr. Kennedy to give me in writing what he wished to do, the probability of its accomplishment, also what he required from us for its execution. He therefore returned to his vessel, which was now close into the floe, and the next morning he gave me the required letter.

27. Mr. Kennedy did not enter so fully in this letter into his plans as he had done to me in the course of conversation before. However, taking into consideration his known capabilities for the work, the help of a good train of dogs which he would take with him, his men well accustomed to the travelling, and the assistance required from us being so small, (though quite as much as I could spare at the time), barely more than ship-room, with the bringing the field of search to so narrow a space, decided me on giving him the required assistance. I therefore sent him a letter, stating that I acceded to his request. Shortly after I received a reply, on the same day, saying that his men were unfit for work on the ice: however we were doing very well without them, as I began to see our cutting for the present would soon be over.

See Enclosure No. 4.

Ditto No. 2.

28. Mr. Kennedy's intention was to send the "Prince Albert" off for England as soon as possible, himself and party, in all amounting to six men, leaving soon after for Port Leopold, when on landing there to advance caches of provision for spring travelling as far as possible, expecting to reach the bottom of Brentford Bay; then return to Port Leopold, and cross to us to pass the winter, either on the ice or by boat, as circumstances permitted, leaving the "Mary" behind. Early in the spring of 1853 he was to cross the ice again to Leopold, and commence his journey southward, with a very confident hope of getting back to us quite in time to go home by the first opportunity that might offer.

29. I now prepared a party to accompany this gentleman, and as it was likely Mr. Bellot would return to England, I directed Mr. Alston (mate) to hold himself in readiness, not only to take the charge of our own men, but to assist Mr. Kennedy in every way, and look on him as the head and leader of the party.

Party for Mr. Kennedy.

30. I envied Mr. Kennedy the trip he was about to undertake, not only as to clearing up the uncertainty of the missing ones being in that direction, and so contracting the space for search, but proving, what in my own mind is clear, and of which I have long had no doubt of, that in that direction is the only passage to the American continent that will ever be available, and which we have been so long looking for.

31. We were now getting on gradually with our dock cutting, while the "Prince Albert's" people were transferring the stores, a list of which appears in Mr. Kennedy's letter to me of the 20th, to our hold. Although we had advanced pretty far into the bay by cutting, the ice was frequently breaking off in large floe pieces, leaving us without a dock, and constantly fluting up our anchors. However I went on, still hoping we should shortly be quite far enough for safety, as all the ice inside the first point of the island was without a single crack in it, or started in the least from the land, notwithstanding the winds have been blowing strong from north and north-west, with dirty unpleasant snowy weather. On the 23d I gave up cutting any more, deferring the final dock until the ice broke off up to the point, thinking, from the before-mentioned circumstance, that it would not go any further; but considering it very probable that some of those strong gusts of wind now so frequent, assisted by pressure of the heavy pieces of ice, often breaking off, might drive us out to sea, we prepared for it by double reefing the topsails, and hoisting the boats up, feeling confident that so long as the young ice did not make we could regain our position or hold our own under canvas.

See Enclosure No. 1.

Dock Cutting.

32. The "Prince Albert" all this time was lying close under our stern, and making all preparations for leaving, when on Monday I got a letter from Mr. Kennedy, saying that he was sorry to find he must give up all idea of the expedition he had planned for the future, as his men had withdrawn, the ostensible reason being, as he afterwards told me, that they did not think our men could perform the journey—not even keep up in travelling. Under these circumstances Mr. Kennedy considered it better to give it up, and make the best of his way home. As for our men not being able to do the work was, I think, a misconception, for I was perfectly satisfied that they would have got on as well as the others, and were both ready and willing to go. I think it a good opportunity lost; such another may not occur, for the advantages are so great in having provisions at Port Leopold and Fury beach, and knowing the greater part of the way, and with dogs into the bargain, it could not but be successful. I should like such an opportunity to be thrown in my way.

23rd August, Mr. Kennedy's withdrawal.

See Enclosure No. 5.

Reasons.

Opinions, &c.

33. In reply to Mr. Kennedy's letter I gave him fairly my view on the subject, and requested him to take the provisions he had put on board of us

See Enclosure No. 5.

Provisions landed by
"Prince Albert," and
placed encache.

for the use of his own men to his own vessel again, but instead of doing so he decided on landing it on the island, and placing it encache, disposable for any purpose required. I therefore promised to put them into the house about to be built, when finished.

4th August, "Prince
Albert" leaves.

34. Mr. Kennedy decided on leaving the next evening, therefore after having got all his provisions on shore, completed an unsuccessful search of the island and northern shores of the bay, then came on board to say good bye. When I had handed to him all despatches left with me for transmission, together with my letters to the Secretary of the Admiralty, they left us, and at 7:30 P.M. the "Prince Albert" made all sail for old England, in a heavy snow storm, and strong N.W. wind.

"Prince Albert"
leaves her dogs.

35. Mr. Kennedy had intimated to me his intention of drowning his dogs when he got to sea, rather than take them home; I begged that he would leave them here, as their having been trained by his own men, and spoken of so highly, they would be of great service to us. He complied, and also left with his provisions a gutta percha boat. He wished to have in exchange our dingey for his second boat (a mahogany whale boat), but as she was our most useful one, especially for running out warps, I declined. From Port Leopold he brought all letters left there by Sir James Ross, and Mr. Kennedy having visited that place so lately, and finding the provisions in good condition, I have decided on not going there this season.

How employed.

36. We were now busy cleaning up the ship, having done nothing since clearing out the supplies for the squadron; consequently she was in rather a dirty state from the coal-dust. All our attention had been directed to getting into a good berth for winter, which kept all hands full of activity cutting dock. Material was also taken on shore for the house, when after selecting the site on the south-east part of the island, in about the most sheltered place from the cold north winds; the dimensions were marked out, 30 x 60, and men began digging for the main supports—rather a difficult job, for the ground was frozen hard a short depth from the surface.

State and position of
the ice.

37. The ice now appeared all fast inside a line from the first point of Beechey Island, within where the steep cliffs recede from the coast, across the bay to about one mile north of Point Riley; and we were lying close up to the floe, fast by ice anchors, with seven fathoms of water under the ship, and about a quarter of a mile from the shore. Quantities of the ice that had broken off came into the bay again, which, with the young ice making and holding all together, it formed sometimes a compact body all round us; and considering the ship in about as good a position as she could possibly be until the ice fully made, I resolved not to defer the visit to Maxwell Bay any longer, or it might be prevented altogether. One of the cutters was therefore prepared with one month's provisions for five men, Mr. Alston (mate, who volunteered to take the place of the sixth man and do his work), and myself, when, after handing to Mr. T. C. Pullen (master) instructions relative to the care and duties of the ship, at 2:30 of the afternoon of the 26th I shoved off with a good breeze fresh from N.N.E.

See Enclosure (1 D).
26th August, leave for
Maxwell Bay.

Gascoine Inlet.

38. We ran speedily across the bay towards Cape Riley, and at five minutes after four were off Gascoine Inlet, which was quite clear of ice. Off Cape Ricketts passed through a great quantity of sludge and broken floe driving out of Radstock Bay; stood across for Point Eardley Wilmot, when about half-way the wind, having freshened up, with such a nasty lop of a sea, against which we made so little headway and shipped so much water that I was compelled to bear up and run back for Gascoine Inlet, which, under the then existing circumstances, was the only safe landing, Radstock Bay being full of ice and driving heavily on the leeward shore. Entering the inlet much loose and heavy ice was beating on the eastern shore for about two miles inside the point, with a strong breeze blowing dead out, causing us both difficulty in getting in and landing: however, by 10:45 P.M. succeeded, hauled the boat up above the high water mark, and pitched our tent.

Bear up and run back.

Land and encamp.

39. In clearing the boat I saw directly what it was made her, naturally so buoyant, so log-like in rising to the sea. The men in stowing her had, instead of letting the tarpaulin in the bottom to place the provisions on, &c., lie flat, turned it up, making a large and deep dish; consequently, the water she shipped could not escape to the well, and was never wholly baled out. At all events, before starting again, I decided on leaving part of the provisions here till our

return; and judging from appearances, we were likely to have a detention, perhaps for some time; we got our suppers, a most welcome repast; into our blanket bags, and slept soundly for the remainder of the night.

40. It was blowing hard all this day, weather looking very dirty and rather too much sea on for a boat; we, therefore, held on. A meridian alt. at the point gave the latitude $74^{\circ} 38' N.$, Cape Riley bearing $N. 77^{\circ} W.$, and the opposite high bluff point of the inlet $N. 46^{\circ} W.$ A very indifferent set of sights for time in the afternoon made the longitude $91^{\circ} 20' W.$, which places the point farther west than the chart. In the meantime a hole was dug, provisions buried, and boat loaded again; when, moderating towards night, the next morning we shoved off, and on the evening of the 29th landed a short distance from the head of Maxwell Bay.

27th August.

Position.

29th August

41. As there was time to look round before dark, I walked to the hill rising almost from where we landed, when I got on a soil of terraced land, and strolled on the lowest step for about one mile further north, getting thereby a good view round. The land all round the head of the bay had no break in it either to indicate an open passage, or the possibility of a foot party travelling to a northern water or Jones's Sound from this vicinity. The ice was not clear yet from the upper part of the bay, neither for some way down its eastern shores within the islands, there being one more than shown in our charts; the bay also is not so wide. Finding this the state of things, I resolved on turning back for the ship; waiting, however, for the noon observation the next day, which I was fortunate in getting, giving the latitude $74^{\circ} 42' 7'' N.$; for time I was not so successful, as the fog was hanging about in heavy wreaths; but the single observation that I did get, bad as I considered it, gave $88^{\circ} 44' 15''$ for longitude. It contracted the head of the bay very much, but hardly more than it really requires; and as a bearing of the eastern point of Leopold Island cut very nearly through the position, it cannot be far out. The variation I made $142^{\circ} 35' W.$

30th August.

Position.

42. We now shoved off on our return, pulled for the head of the bay, and without seeing any cause for further detention, proceeded for Beechey Island. Arrived at Gascoine Inlet on the 1st of September, took the provisions up, and the next day got on board the ship, which, to my surprise, was lying at anchor in seven fathoms water, a quarter of a mile off shore, and some distance further in towards the head of the bay, all the ice having driven out, leaving clear open water. From Mr. Pullen, the master, I received a report of what had occurred during my absence.

Return to Beechey Island.

See Enclosure (2 D.)

43. In this trip we were hardly on shore less than twice a day, besides the time for bivouacking; also whenever we could get the chance for tracking along the beach, sometimes for hours, so that nothing escaped us; and although the visit to Maxwell Bay has been unsuccessful in the main point, I think it will suffice to clear up most effectually the conclusions arrived at by some, that the circles of stones found at Cape Riley were placed by our missing countrymen, but are to all intents and purposes the remains of old Esquimaux encampments. The first place I saw these remains was a mile or two to the westward of Cape Herschel, where we landed (when going) for dinner, on a clean gravelly beach, with lots of ice piled along at the high water mark, which, after surmounting, we got on a slightly elevated terrace, backed up by high cliffs at the depth of eighty yards. On my return the wind, after passing Cape Herschel, came against us, and while the crew were tracking along this beach, I had a good examination of these stones,—no less than four circles all of a row, quite similar to those seen at Cape Riley, and of very ancient date, for they were moss covered, and some deeply imbedded in the ground. Among them, too, I found several vertebrae and skulls of the white whale and seal. Further to the westward, but on the same beach, washing in with the tide (just then last quarter ebb), I saw the tail of a white whale, which brought immediately to my recollection those pieces of skin picked up off Erebus and Terror Bay, by Sir E. Belcher's boat the evening we were returning from Gascoine Inlet, and which were pronounced to be portions of a white whale.

More circles of stones, discovered.

44. At Cape Hurd I saw the cairn left by former visitors, also Sir Edward Belcher's notice; I left one likewise. Looking round, I came upon no less than three circles of stones, just about the same size and character as all I have before seen, but not quite so distinguishable, for I dare say we should have passed them on any other occasion; at all events I see no reason to alter the opinions

Cape Hurd

I have before expressed as to what they were. I also saw at Cape Hurd the marks of a tent, with several tins and a piece of stone bottle.

Scarcity of Animal
Life.

45. Animal life I cannot say that I saw plentiful; Maxwell Bay itself seemed the most prolific as far as seals went, for they were swimming about in great numbers. There was also a pretty good share of mollymoks. A small flock of geese I saw, making all haste to the southward. Just as we were landing on a small piece of floe ice, we found the remains of a freshly killed seal, doubtless the work of Mr. Bruin; traces only of two were seen in the trip. I also got sight of a walrus, the only one I have seen in these regions with the exception of that on board the "Assistance."

Dead Tree Found.

46. Encamping one night at the head of a small bay at the west of Cape Herschel, I found well up on the beach the root and stem of a fir tree, bleached and rotten with age. Its extreme length was twenty feet four inches, and circumference above the roots three feet six inches. It afforded us a most comfortable fire that night; a piece of it was brought on board.

Breakers seen.

47. Tracking along the beach to the west of Cape Herschel, and very nearly to the eastern point of the small bay above mentioned, I saw extending from a short distance off the beach, for about two miles towards the eastern shore, a narrow belt of breakers. It was nearly low water at the time, with a moderate breeze from S.W. We did not see this going, the water then being quite smooth and nearly the top of flood. What I took to be Cape Fellfott bore S. 68° E., which will place me on the spot from where I saw the breakers.

Weather.

48. The weather during the trip was fine, considering the lateness of the season, with the exception of the one day detained at Gascoine Inlet, by a hard blow from N.N.E., and too much sea for the boat. Snow and fog we had occasionally, but never prevented our getting on. The mean range of the thermometer was 29.6+ maximum, 43- minimum 22+.

49. Mr. McCormick had not returned to the ship, and I found that the building of the house had progressed rapidly; but on examining into the remainder of the means for its completion on so large scale as 60 x 30, found that material was not in sufficient quantity. It was, therefore, reduced to 30 x 25, and the carpenter soon had as much of it up again as we could accomplish this season; when the stores on shore, with what Mr. Kennedy had left were put in, and snugly arranged for the present time.

50. Whilst the carpenter was about the house, the crew were busy on board with winter arrangements, and all were anxiously awaiting the freezing over of the bay, for it was such an uncertain time that the dismantling could not be fully effected, as we knew not whether we may not yet be driven out to sea. It was my intention that when the ice fully made, to take her a short distance further in for a final winter berth.

Weather, &c.

51. The winds still held from the quarters between N. and N.W., strong sometimes, with occasional heavy falls of snow completely covering the land with its winter garb; and up to the 6th, the thermometer in the open air never lower than 22.5 x, whilst the sea ranged between 27 and 29; however, there were no signs of its freezing over in the bay, except in the sheltered parts of shallow water, distant from the influence of the sweeping tide, rushing through between the eastern part of Beechey Island and the main.

Drift ice in the Bay.

52. On the morning of the 7th of September the wind was light from E. and E.S.E., with fine clear weather; thermometer 21 in air, 24 in water. A loose stream of ice, which had evidently been driving up the Barrow Strait, was lying across the mouth of the bay, and along the southern shores of Beechey Island, sweeping well into the bay, and passing not very far outside of our anchorage. On this our attention was fixed, when at eight o'clock, to our great surprise and delight, a sail was descried in the offing, which, on being announced, ran like wildfire through the ship. All were soon on deck, with, from every tongue, "Where is the craft?"

Sail in sight.

53. Various were the conjectures as to who she was,—one thing certain, she was none of our own squadron, for she was coming from a wrong direction, when,—lo and behold! a long dark murky pendant streamed out ahead, and we saw that she had at all events a steam power in requisition,—at the same time was a brigantine. She made her number, when, after some little delay, we found in Marryatt's Signal Books that it was no other than the "Isabel," which was fitting out about the same time as ourselves, for a search in Behring's Straits. As

"Isabel" conjectured.

to who could be her commander was a matter of conjecture, for we all knew of Mr. Beatson's misfortunes before we left England; but, wearing no pendant but a smoke one, all were satisfied that she sailed under no Queen's commission; therefore, one other of the private expeditions sent forth by a woman's devotedness,—which unhappily, like the public ones, have as yet all proved unsuccessful in the main cause.

54. At 10 she got in, passed close to, and anchored half a cable's length N.N.E. of us, with our boat, which had been manned in readiness, on board; and soon returning, bringing her commander and sundry packages, when I had the pleasure of welcoming in these regions Commander Inglefield. Although I had never seen him before, it was a most welcome and delightful occurrence, and I am sure was expressed in the countenance of all onboard, who were on deck to receive the new comers.

Commander Inglefield.

55. We were soon brimful of intelligence, and, although not of success in the grand object, certainly of the most pleasing kind, showing again the advantage of steam in these regions, together with what can be done by it, coupled with energy and a good season; which Captain Inglefield has certainly made the most of. He informed me that he left England on the 10th of July, was towed out, and a good start given him by one of our steamers; and was at Uppernavik on the 20th of August, having visited Holsteinberg on his way up.

56. He passed through Melville Bay without difficulty; had been into Wolstenholme Sound; examined the cairns there; visited Whale Sound, Smith's Sound, and Jones's Sound; and examined the coast most satisfactorily and closely, without finding the smallest traces of Franklin. On his return to England, he should look along the western shores of Baffin's Bay and Davis' Strait; and proving successful in meeting one of the Arctic squadron, should leave this evening; therefore, begged we would get all letters and dispatches ready as soon as possible.

No traces.

57. This was the account Captain Inglefield gave me; and although feeling a certain disappointment at his not having been successful in finding traces, yet there was much for gratification, that so much had been done by one of our own glorious profession, and a brother officer too. He gave me a tracing for Sir E. Belcher, wherein is marked his track, and everything worthy of notice, which has put a very different feature on the coast-line of the upper part of Baffin's Bay, hitherto appearing in our charts; also added greatly to our geographical knowledge, let alone crossing the threshold of further research or discovery.

See tracing.

58. Mr. Abernethy, the well-known ice-master, was with Captain Inglefield, and talking over with him the subject of the cairn, &c. reported as having been seen in Jones's Sound, it was soon cleared up. They have been further up that sound than any vessel previous; and one day, Abernethy being in the crow's nest, reported that he could see a cairn on shore; a boat was immediately despatched to an island on the northern shore, 1st of September, when, what had appeared at a distance like a cairn, on a nearer approach turned out to be nothing more than a pile or heap of rocks, thrown together by some natural convulsion, or other unknown cause.

Cairns.

59. This, when I come to consider the circumstances alluded to, gives me no reason to alter the opinion I formed on reading the letter of Mr. Francis Lee, dated 14th June, 1851, from which, I should certainly say, the ship was in Lancaster Sound, entering it from the northward and passing close along shore; they in the boat saw something similar, and at once pronounced it a cairn. The man from whom the report was taken was in the "Prince Albert," and neither Mr. Kennedy nor any one else put much faith in his veracity at any time. Again, the supposition of a communication by water between Jones's Sound and Baring Bay, which I believe arose from this man's story, Messrs. Stewart and Sutherland have settled; however, Mr. McCormick, the surgeon of this ship, will effectually set it at rest. I am most anxiously looking for his return, more particularly as it would have been most gratifying to communicate to their Lordships the result of his search. Mr. Sutherland was with Captain Inglefield, and expressed surprise that an expedition should have been sent to Baring Bay. He considered it entirely useless.

60. I hardly know what to think of the missing ships, for we have now been so frequently baffled in the search, with not even a record found, that I feel greatly inclined to place faith in what was seen on the ice on the banks of New foundland to have been them. But the immense piece of ice spoken of, again

renders it rather improbable, for I can hardly think such a quantity could get whole so far south. It is true, the estimate of size may have been greatly enlarged. Look at it in whatever light you choose, there was a great want of humanity in the parties in not attempting to ascertain the true character; and such as could hardly be expected of a sailor or any one else.

Opinions.

61. Captain Inglefield has opened out, I consider, a much more likely passage to the Pole, or into what is called the Polar Basin, although I cannot say I put much faith in the theory. Again, if possibly northerly, a better opening to a route to Bhering's Straits. But I shall ever hold to my opinion, formed in 1849, that it will only be by a southern passage that you will approach the American coast,—some of those passages from Lancaster Sound or Barrow Straits, and it must be by small vessels, for in all cases of Arctic navigation they are much better adapted: no vessel ought to be of greater draft than eight feet; they would then keep off the ground if driving, and rise better in a nip.

62. All were now busy getting letters ready for England; while the "Isabel" was preparing for the completion of her further examinations and homeward voyage. Captain Inglefield was on shore, searching and looking into the improvements of Beechey Island; first and foremost among which was Northumberland House, not yet finished certainly, but when so I hope will be worthy of its name. Amongst the many things Captain Inglefield offered for our use were two travelling stoves, supplied to him from Woolwich Dockyard, for which the master gave him a receipt; also some of the northern voyages, and a few hydrographical instruments. Provisions he also would have given us, but we were so liberally supplied, that I felt we really did not want them.

8th September.

"Isabel" leaves for
England.

63. On Wednesday morning Captain Inglefield completed an unsuccessful search of Beechey Island; came on board to say good bye; and at 2 A.M., all our letters being finished, among which there was one for their Lordships, and duplicates of all Sir E. Belcher had left, the originals having gone in the "Albert," he wished us good luck, and proceeded to his vessel. Steam being nearly up, he got under weigh, when at 3h. 15m. she made sail to a moderate E.S.E. breeze, and stood out of the bay with beautiful clear weather and our hearty good wishes.

Reflections.

64. Again were we once more alone, after a short and so unexpected a visit. It was like a ray of glorious sunshine; and from letters and papers received from our island home, a happy assurance that we were not only held ever in remembrance, and earnestly prayed for by fond and loving hearts, but had the anxieties and sympathies of our country with us.

65. This is indeed cheering, more particularly so when we still have that best and powerful help which has hitherto protected us in the hour of peril and difficulty. It is most merciful in His all-wise dispensation, that we know not yet what is before us, but who can fear or doubt under such a merciful guardianship.

66. Disappointed as I was at the "Isabel's" short stay, I could not but be pleased when she disappeared round Cape Riley, for the season being so far advanced, I felt that the sooner she was out of Lancaster Sound the better; particularly as they purposed visiting the western shores of Baffin's Bay, &c. It is true that the season has been a very open one, but it is impossible to calculate on the movements of ice, or say when all navigation in these seas will cease for the time. Captain Inglefield was equally anxious to get away, as well as about his future proceedings; and in justice, I think, he has done great things. I trust he will get safe home, and meet that appreciation and reward his exertions have well earned. The ice-master, Abernethy, said he had never seen such an open season in the whole course of his experience?

4th September 1852.

67. At 8 A.M., the weather still continuing fine, with temperature in the air standing at 21.5 +, and sea yet high 29, with no ice in the bay, and wind from E.N.E., fair for Wellington Channel, I decided on sending a boat away at once, for the purpose of carrying into execution the completion of Sir E. Belcher's orders, instead of waiting until the ice made, as I had originally intended doing it by sledge. It would also be the means of ascertaining what caused the detention of Mr. McCormick (surgeon), for I was really beginning to feel anxious about him. A boat was therefore equipped, not only with provisions for her crew, but a quantity for deposit; when at three o'clock she shoved off in charge of Mr. Shellabear, the second master, to whom I gave written instructions for his guidance. The wind being fresh when he left, it

See Enclosure E.

Mr. Shellabear leaves.

took the boat smartly up to the narrow passage, between Beechey Island and the main, and into Union Bay.

68. At 8 P.M. a boat was seen coming from the northward under sail, and shortly after Mr. McCormick arrived on board the ship, all well, having communicated with Mr. Shellabear off Cape Spencer, and leaving him under all sail, steering north with a favourable breeze, so that I anticipate his return soon.

Mr. McCormick returns.

69. The doctor's trip had been quite unsuccessful, both as to finding any traces, or a communication with Jones's Sound, through by Baring Bay. In fact he fully confirmed what both Messrs. Stewart and Sutherland had before stated, that the land is continuous all round; and further that there is no hope of leading a party by land eastward from that vicinity. The furthest north Mr. McCormick had been was Point Hogarth, and that by partly travelling. He left the ship on Thursday, and the Monday following reached Baring Bay, having met with much detention from the ice; however, as I had appointed Cape Osborne the limit of Mr. Shellabear's journey, I hope to see him back in less than a week, the time I had calculated on for performing the work, and the period for which he was victualled; besides two cases of bread (112lbs.), and two cases of pemmican (74lbs.) for depôts.

Result of Mr. McCormick's trip.

70. On the 11th a hawk was seen hovering about the ship, and frequently attempted to alight on the topmast heads; the plumage was a dead white, with black spots; before a gun could be procured the bird was off, in fact following the example shown by all the feathered tribe, who were fast leaving these inhospitable regions. Occasionally we got sight of a few stray burgomasters (young ones), molemoks, and young dovebies, now a pretty speckled black and white plumage. A small seal was seen playing amongst the ice to-day along the beach, the only one we have seen for a long time; however, he soon disappeared. The last one we saw on the 19th.

Expectation.

Birds departing, 11th September.

71. Monday 13th, Mr. Shellabear returned, having only partially effected the object for which he went, in consequence of the rapid formation of the young ice in the shoal water, extending in many places some distance off shore, as well as the sheltered spots, the particulars of which appear in his journal of proceedings.

See in Enclosure E.

72. All hands were now on board, much to my satisfaction; the preparations for winter therefore went on rapidly. The housing was fitted and tried, and the quarter-deck portion kept up, thereby kept off a deal of snow which had fallen lately most plentifully. The Sylvester was lighted on the 11th, the first time since it was tried, more for the purpose of giving the ship a thorough drying before the frost made, for all along the side much damp appeared to have accumulated.

73. Since the "Isabel" had left, much ice had formed in the bay, together with what has driven in with south and S.E. winds, it has frequently been covered, and apparently so connected, that we have often supposed that it was fast for a full day; but north and N.W. winds, with the current or tide through the opening between the island and the main, would soon drive it out again, east or west winds keeping it in, but shifting from one side of the bay to the other, and packing up; so that at such times no communication could be held with the shore, to the detriment of our poor dogs. It also kept me in a continued state of apprehension, for there was every chance that a strong wind from N.W. or north, and the ice of any thickness, we should be driven out with it; consequently all the sea gear was kept bent, and rudder shipped.

Ice in the bay.

74. I considered that we were quite far enough in the bay for all safety, and having good holding ground (a stiff white mud or marl), which has been well tried, feared not that the harvest winds alone would start us; it would only be when accompanied with driving ice that our position would be critical.

75. As we may expect the north and N.W. winds to be the strongest, I anticipate no evil from any other quarter; and, although the mouth of the bay is very wide and open to south and S.E., yet I believe we do not get them strong or to last from those quarters. However, my own opinion as to this place for a winter harbour is very much against it, particularly such a draft as ours is. My first impression was not in its favour: I would prefer Gascoine Inlet.

76. I had begun a survey of the bay, and, although I embraced every opportunity that the ever-varying changes of the weather would allow, it got on very slowly; nevertheless, it led us over ground which otherwise might not have been visited. The officers, too, in their wanderings, as well as the men, when on shore, were strictly enjoined to keep their eyes about them, so that there was

Survey of bay, &c.

very little chance of anything escaping that might at all lead to a certain clue for tracking up the missing ones.

September 1852.

77. On the morning of the 14th, as I was pulling for the N.E. corner of the bay, saw on approaching it that, from thence towards Cape Riley, the whole of the shore was lined with heavy ice, lately driven in by southerly winds, which obliged me to steer more for the northern shore, and along it to reach the desired spot. When on the summit of the high land, a little more easterly than in the middle of the northern shore, overlooking the entrance of the bay, and marked in the chart Upper Cairn, saw what I took for two bears, which on a nearer approach I perceived to be two large stones, or piles of stones, showing very distinctly in contrast with the snow. I thought little of the circumstance at the time, consequently went on to where I wished to land, and walked along the eastern coast towards Cape Riley, occasionally taking angles for fixing coastline, and erecting small piles of stones that I may recover the spot again if required. Returning and passing over nearly the same ground, came upon a small pile of stones, with several pieces of well-bleached small line about it, which I considered to be a surveying-station similar to what I had been putting up myself, and close to one of them. It was turned over and examined most minutely, but nothing further was found.

Cairns.

September 1852.

Return to the ship.

78. Returning to the ship, we again passed the stones before seen, when, on taking a long look with a telescope, saw that they were, the upper one in particular, regular built cairns, but, as it was getting late, I did not visit them, fully determining on giving them a full and searching investigation to-morrow.

Proceed to the cairns.

79. After breakfast on the morning of the 15th I proceeded to the northern shores of the bay with three officers and a boat's crew, the necessary implements for digging, and, landing under the hill on which the piles were situated, the ascent was commenced. Passing along the edge of a deep ravine full of snow, which lay on our left, in twenty minutes we gained the brow, when the objects yesterday seen fully displayed their structure.

80. The nearest and lowest one was nearly on the edge of the steepest part of the hill, and consisted of three or four large slabs of limestone, so built up as to leave a space right through the two end stones, with a large slab on top. The furthest and larger one was more up the hill, 170 feet distant from the lower one, in a N.E. direction; and so sanguine was I of their having been built by Franklin's people, that I most confidently expected that we should have most certainly found a record of some sort.

81. The upper cairn was the first to which my attention was directed. It was composed of large slabs of limestone placed on end and filled in with small stuff (gravel) to a height of about four feet, thus forming a good solid structure, with no appearance indicative of age or decay, or that there had been anything more in it—for instance, a pole in the centre. Pulling it down, all seemed fresh, with nothing to show that it had stood any very great length of time; but alas! like all other efforts, disappointment was our reward, when, after digging as far down as possible and over a good space, not a vestige, not a relic, was to be found of those who placed it there. We next attacked the lower one, and met with the like success. I therefore descended the hill, and, wishing to go into Union Bay, passed through the narrow channel among several large berg pieces of ice aground there; when, after getting a station up and fixed on the northern shore of the bay, returned to the ship.

Unsuccessful search.

Return to ship.

82. Talking over the subject of the cairns with the master, which I had built up again, he observed that it might be possible that half-way between the two there might be something found; so I purposed going once more and examining in that particular spot.

Plan for further search.

83. 16th September.—This morning I took a larger party with me, and on getting to the cairns began digging half-way between the two, and kept on over a space of 10 or 8 feet, until we got down to the rock and ice, without detecting the least sign of any memorial or remains of anything. The cairns themselves were again taken down, dug all round once more with the like success, when I gave it up as a bad job; built all up again, and returned to the ship.

Unsuccessful again.

Remarks, &c.

84. This was certainly an out-of-the-way place for leaving a record, but it may possibly be the spot where Adam Beck, Sir John Ross's interpreter, found the pole with a piece of tin in it, and which he lost. Where he lost it must be on the shores of Union Bay, for as Sir John says in his evidence that he saw the tin with his glass while standing on the north shores of Union Bay, Beck then

being not more than a quarter of a mile from him. So from this circumstance I imagine that Beck was coming along the shores of the bay from the eastward, and perhaps from these cairns.

85. In Commander Phillips's evidence, where he went to examine the spot, he says: "We ascended a height of seven, eight, or nine hundred feet, I think, of almost precipitous cliffs, overlooking the entrance to the bay in which, no doubt, the 'Erebus' and 'Terror' wintered; examined carefully, but found nothing." He says nothing about building the cairns up again.

86. Although the ascent to these cairns I visited very steep, yet I should not call it a cliff. It overlooks the entrance to Erebus and Terror Bay certainly, and the upper cairn is 710 feet above the low-water mark. They are more than two miles from where the "Felix" must have been lying in Union Bay, and about the same distance from the graves. The question then is, can this be the hill on which Beck found the tin and pole, and did he build the two cairns? At all events, I shall sweep the whole of the northern shores of the two bays, and endeavour to find the piece of metal.

87. On the 22d, Union Bay was full of ice, having been driven in with the N.W. and northerly winds; however, it looked all set fast for good, but in very irregular masses; notwithstanding which, I walked some distance on it. Wellington Channel, too, seen from the top of Beechey Island, quite across to the western shores, and north as far as could be seen, was also closed.

88. The weather lately has strongly indicated a final close to the season; for with the thermometer falling, snow covering the ground, and dark and gloomy weather, keep us all anxiously looking for the ice making, that we might get our winter housing over and everything snug. The month of September, too, was drawing to a close, with a fair prospect of nothing to disturb the pleasurable anticipation of a comfortable winter. Still there is a certain anxiety which I cannot entirely get rid off, for of late the south and S.E. winds have brought into the bay some heavy masses of old ice, which was driven on us sometimes with great force, which does not tend to dispel my unfavourable impressions of this place as a winter quarters.

89. On the morning of the 25th, the wind was blowing in heavy squalls from N.N.E., when the ice inside of us, which of late appeared to be fast, but not strong enough to bear, was breaking up and clearing out of the bay.

At noon it grew moderate, and the sky cleared; yet the snow was drifting in thick clouds off the high lands. Now outside, a line to where we were lying across to the eastern shores of the bay well inside Cape Riley was open, as well as the straits as far as the eye could reach; and having lately meditated on the probability of any casks, &c. we might set afloat from this ever reaching Baffin's Bay and being picked up, I decided on trying it. One was therefore prepared; three documents printed on board the ship by a private press; when at one o'clock a boat was sent to the entrance of the bay with the cask and two bottles, each containing a paper, and they were all committed to the deep, with a good fair wind, ebb tide, and clear sea to start with on their voyage. They were soon out of sight, at all events. In the evening the wind was light, and beautifully clear weather, with the stars shining brightly. The wind being N.W., was fair for our small craft. The thermometer at midnight lower than we have yet had it, standing at 14+.

90. For the next two days pancake ice would form in the bay when calm or the wind was light, but as usual, northerly winds would set it in motion and soon break it up. Noon of the 27th all the eastern part of the bay, and well out to sea was clear of ice; the winds moderate from E.N.E. temperature of both sea, and air the same, 30°. At six in the evening the wind was from E.S.E., and large quantities of ice were seen outside, driving to the westward. At midnight much of it came into the body, and would strike the ship very heavily as it came in contact.

91. Early this morning the wind began to veer round to the S.E. occasionally blowing fresh, and the ice increasing both in quantity and weight that was now driving into the bay, making the old ship feel it as it came against her. However at 3 A.M. it moderated, and the ice was apparently stationary; at 4 the thermometer was 25, barometer 29.36, and the sea still at a high temperature, the glass standing 30°. At 8 the bay was completely covered with ice, also out to seaward as far as the eye could reach, with heavy hummocky masses, decidedly not of a very recent formation. Until 6 in the evening everything

See Printed Enclosure.

Bottles and Cask with printed notices floated away.

28th September 1868.

- Ice heavy and in motion.** was still, when on the wind breezing up from S.E. by E., set it again in motion, and piling up in great heaps around us, and so continuing until 8 p.m., when the wind falling to a moderate breeze, the ice once more became stationary. The weather at this time being clear, a moderate breeze, and barometer pretty steady, rising since midnight of the 27th, I felt under no apprehension, thinking under such circumstances that no gale was brewing; and judging from former experience that all this ice would drive out of the bay again with the first northerly wind, and with the thermometer standing so high both in air and sea.
- Heavy gale.** How soon, though, was I deceived, for at 10.30 it came on to blow hard, a gale in a moment (8) from S.E.; and notwithstanding the ice was packed up pretty plentifully, and pieces from seven to eight feet thick passing, and crowding on most ominously, the ship rode very easily, and there appeared no very great strain on the cable. At 10.45 there came on such a quick succession of heavy squalls, with larger bodies of ice passing so close on either side, that I really began to feel apprehensive for our safety; the cable stretched out like an iron bar, the lighter ice lifting on it and parting, whilst the heavier stuff closed in about the bows, adding greatly to the strain, so I expected soon to see it part. To veer I felt would not be very prudent, as it would give the ice such additional impetus, that we could never bring up again; to let go another anchor I considered to be equally fruitless, for the chances were very much against its finding the bottom, and as our ground tackle was good and the bottom a stiff white clay or marl, our best chance would be to hold on; particularly as the bay was now full, the ice close up to all the shores, so that its drift might receive some check. However, at 10h. 50m. the gale increased so much that the B.B. was let go; but, as I anticipated, there it lay on the white and glistening surface (the moon was shining brightly) as if in mockery of our efforts. We could do no more, all knew we had an enemy to contend with that no human efforts could check; we were indeed powerless.
- Gale increasing.** 92. The anchor was in seven fathoms, when at 11 the ship began to drive, and soon shoaled to four-and-a-half fathoms, with the ice in motion; but I thought not quite so rapidly, although the wind had not abated one jot, yet it pressed heavy on us, and we could do nothing to raise the ship, or averting whatever fate awaited us. All the men were on deck without any summons, calmly and silently watching the course of events, and I think all felt we were in the hands of a merciful God, who often before has extended to us His protection.
- Ship drives.** At 11.20 that eventful moment arrived, the ship took the ground astern, the ice immediately forcing her head round to the N.E., as if she had been on a pivot under her heel, and nearly over on her beam ends; wrenching the rudder, which was choked, into splinters about the sheave hole, and broadside to, or nearly, on the top of a shoal patch; and I should say about a quarter of a mile from where we had been lying. This brought the wind on the beam; and the ice still running, I fully expected to see it either coming up over the side or forcing its way through the bottom. It was a most anxious moment, and with the gale now blowing 9 from S.E., thermometer standing at 26+, the cold was much felt, as none of us in the hurry of circumstances were too well clad, and obliged to hold on while in such a position.
- Ship takes ground.** 93. 11h. 50m. we now consider it nearly high water, and the tide I expect slackening, caused the ice to ease off a little and allowed the ship to rise, so that about midnight she was nearly on an even keel. The well was sounded directly and found all right, the ice-quartermasters sounded round the ship, whilst the men hove up the B.B. still lying alongside, and a taut strain on the S.B., well out and broad on the beam, or to the southward. The gale had not abated, still 9 in strength with heavy squalls, and snow. The depth of water close to the ship was as follows:—13ft. 6in. on starboard bow, 14 feet on starboard gangway, and 13ft. 3in. on starboard quarter; 11 feet only on port bow, 12 feet on port gangway, and the same on the quarter.
- Afterwards measured and found to be 1,400 feet.** 94. After the anchors were secured, a quantity of provisions was got up, and placed all ready for handing into the boats in the event of our having to leave the ship; as from the appearance of the weather, it was certain the gale had not yet done, and there was no knowing what might happen. As the tide fell the ship went over on her port broadside to a heel of 25½ degrees at low water; we were therefore obliged to get life lines up, and batten the decks to carry on our work.
- State of tide.** 95. Such a position as this throughout the greatest part of the twenty-four
- Ice eases off, and ship rights.**
- Depths of water N.W.**
- 29th September.**
- Considerations.**

hours, with a low temperature, and not unlikely to continue for a long Arctic winter, was certainly no pleasant prospect so long as we were withstanding which the men worked with a good will and alacrity; still, I think, confidently hoping, in which hope I cannot say I was free from myself, however hard it might be to accomplish with our small complement that we should yet be able to get the ship off. None doubted but that a north or north-west wind, certainly to be expected, would blow all this ice out of the bay, and perhaps help us, but certain to leave open water, and should the young ice make before we could heave off, that we could easily manage. Every preparation was therefore begun by getting the more weighty provisions up for landing, and to lighten the ship would be actually necessary, for the draft of water when afloat was 14ft. 9in., just fifteen inches more than the deepest water we have yet found under the ship; and as the tides are now taking off, it will only be at the next springs that we can hope to move her.

Hopes, &c.

96. All were now busy clearing the holds and getting provisions on deck for landing, when we see clearly the road, for there was so much snow falling, and driving with the heavy continued squalls, that it was not until nine o'clock, in a lull, that an attempt could be made. One thing in our favour was, that the ice was stationary, and we were a little more (only) than a thousand feet from the shore; a party was therefore sent to explore, but returned with such a discouraging report, that I considered it too dangerous to risk either the men or loss of stores, to attempt it; for the ice in so many places was separated by wide fissures, partially filled in with sludge, and covered with drift snow, to appearance compact, deceiving some to their cost—together with a very hummocky road: it was deferred to a more fitting opportunity. However, this did not prevent our sounding, and finding the deepest water ahead, and enough within a dozen feet of the stern, to float her at high water: preparations were begun for heaving off, as well as getting provisions out of the holds for landing; consequently all hands were fully employed. At 11 the weather cleared a little, and we saw lying in the entrance of the bay a large iceberg, besides several smaller ones, which I doubt not have greatly aided in pressing the ice in.

29th Sept.

97. At noon the wind was south, 8 in strength, with the thermometer 26 in the air, 29 in the water. The chain pumps had been rigged, and directly the ship righted again, tried; but happily she had not made a single drop of water. The main deck ports were all barred and caulked in, and everything well secured for any contingencies. At 1.15 it was high water, and sounding round the ship we got it different from what we had last night. It is very probable, then, the ice might have caused the mistake. Now we get 12 feet on the starboard bow, 13 feet on port bow, 12.6 on starboard gangway, and 12.3 on port gangway. As the ice now about the bow was loose and sludgery, we heave a strain on the starboard cable, but it had no effect on the ship, the anchor coming home as she fell with the tide. At 2 the ice in the bay, about a quarter of a mile to the eastward, was seen driving to the southward, forming a narrow lane or pool of open water. This could only be caused by the current or tide coming through the channel between Beechey Island and the main, for the wind was still blowing hard from S.S.E. (8), however at 4 it moderated to 7. At 6.30 it was low water, and the least depth we got was 6 feet on the port bow, 6ft. 9in. on port gangway, 7ft. 6in. on quarter, 8ft. 6in. starboard quarter, 6ft. 9in. starboard bow, and 8 feet on gangway. At 10 the gale was up again to 9, with heavy snow; happily the ice was stationary, when, at midnight, it fell once more.

98. The gale broke very early this morning, and at 1 o'clock, it being the highest water, 12 feet 6 inches the depth, we had another heave on the larboard, but without any success. At 2 the strength of the wind was 4, still from S.S.E., when, at daylight, the opening between the ice appeared close, at least the fissures filled in with sludge and drift snow, so hard frozen as to bear; and, knowing that we could do nothing towards moving the ship until lightened, a party was sent to explore the route; whose report being somewhat unfavourable, we had the suspicious-looking spots bridged over with plank, and we commenced landing stores, &c.

Thursday, 30th Sept.
1852.
Gale breaks.

Landing Stores, &c.

99. The dogs now came into play, and real good service they done us, particularly those Mr. Kennedy, of the "Prince Albert," left, for they were not only well trained, but had got their education from men whose method of managing was known to the men I had with me in our long residence in the Hudson's Bay territory. What we should have done without them, I hardly

Dogs very useful.

know; and I am confident that I am not speaking out of bounds when I say that that team of dogs (four) was superior to six men in this particular; and, with the addition of the best one of the Disco dogs, have gone comfortably along with the same weight that I have seen eight men labouring at. I feel sadly at a loss how to feed them, for now we get neither birds, seal, nor bear. I would strongly recommend in future expeditions that a quantity of greaves should be brought from England for their use; and twelve dogs would not be too many.

October 1852.

See Enclosure No. 1. G.

Damp condition of the ship.

Means taken to remedy it.

Improvement in the condition of ship.

Purchases rove, &c.

100. On this service we were constantly employed until the afternoon of the 8th, with the exception of the intervening Sunday, and one day that it blew so hard, and thick falling snow driving so heavily, that we could not see our road; besides running the risk of losing some of our stores. After all, we had only taken out of the ship, including provisions, stores, firewood, &c., thirty-five tons, for the road was so abominably bad, and the men frequently getting in, that I was often on the point of running the risk of leaving them alongside; however, it was fortunately effected without loss or injury, and a document left with them; and, considering it quite sufficient, particularly as there was yet a probability of being driven out, we began on other matters requiring immediate attention. The first was the damp state of the ship, for the port side, right fore and aft, was covered with ice; and the men were complaining of its being so cold, that they could not sleep during the time they had for rest, in fact that side of the deck was barely habitable, so great was the damp. The Sylvester stove had been in daily use lately, but from the inclination of the ship to port, no warm air would pass through the tubes to that side, consequently the starboard side got it all, showing a difference at least of thirty-six degrees on either side of the ship, sometimes more, a tropical climate on one, and an arctic on the other. Dampness, I knew, would be occasioned, but still, not to such an extent, or so soon; but directly its commencement was detected, which was on the 8th, I directed the master to set the armourer to work as soon as he could be spared from assisting in landing the stores, and place the small stoves in such a position that the heat from them might counteract, in a great measure, the ill effects likely to ensue from this icy formation.

101. It was not until the 15th that this necessary work could be accomplished, and carried out in the following manner by three of Nott's patent stoves: one was placed in the fore cabin (now gun room), another before the range of cabins on main deck (port side) and abreast of main hatchway, and the third abaft the sick bay bulkhead, all connected by funnels leading the whole length of the port side of the main deck, and elbowing off to a small hatchway, a little abaft the mainmast, and up through the awning. A day or two after, on walking round the ship for the express purpose of examining into the difference of the condition, accompanied by the master and the surgeon, we found it so greatly improved, that the men were again able to occupy that side.

102. The purchases were all got ready and rove on the 11th. The first was the stream; the anchor was carried out ahead and buried in the ice, therefore was soon frozen in, about twice the ship's length to N.E. by E. (true); the cable was brought into the starboard bower hawsehole, to the windlass, with the double purchase on. The remainder of the stream chain was passed round the ship for a necklace, and to it at the stem a 16-inch double block and seized. About ten feet within the stream anchor a large toggle was placed in the ice with a chain strap round it, to which was attached two 17-inch single blocks, and one of our own top blocks. A 4-inch hawser (whole line) was rove, the standing part to the necklace, and the fall led in through the port hawsehole, thence aft to the capstan. The blocks we got from the "M'Lellan" whaler; little thinking at the time we should so soon have to make use of them. The lower yards and topmasts were housed to-day.

103. I felt very anxious to go about over the ice to examine into its state, and perhaps be better able to form an opinion on the position we were in, and the likely chances of getting off this winter. This I could not effect until the 30th of September, and then only by a view from the shore, the ice was in so many places separated by wide fissures, and occasionally blowing in heavy gusts. Accompanied by the master, I got on shore abreast the ship, and walked along the eastern shores of Beechey Island, to the northern part of the bay; and, although we could not see much of its outer boundary, had a good view well across to the eastern shores, and saw quite sufficient to convince us, that, how-

ever bad our present position was, it might have been much worse. The bay, with the exception of that one spot of open water left clear by the ice driving out yesterday, now about one mile in length, and certainly not more than three hundred feet in breadth, is covered over with old broken-up heavy masses, and forced up into hummocks from ten to twelve feet in height, with occasionally single berg-pieces, at least twenty feet above the surface. I felt most thankful for having been so close in before driving, for I am confident had we been only half a cable further to the eastward, we should have had this heavy ice to contend with, driven sooner, and now in all probability lying a helpless wreck amongst it. It would have been impossible to have resisted its pressure; and it would either have gone over us or through us, after bringing up at the head of the bay, whose whole northern shore exhibits it lying heap upon heap, thrown upon each other in inextricable confusion. Close along the eastern shore of Beechey Island, in the bend formed by the long, low, and narrow eastern point, is a good extent of smooth floe, where we might possibly have lain snug; but the difficulty would then have been in getting out again, against which I had been so cautioned. Besides, I am not certain of there being, even there, sufficient depth of water; and if my memory serves me right, about that spot the ice was very hummocky when we came into the bay. Proceeding on to the ridge, and looking into Union Bay, to my astonishment found it all clear of ice, when it was only a few days ago that I was walking on it.

104. On the 5th of October I walked to the summit, and over the top of Beechey Island. From the N.W. part I saw the Wellington Channel was closed up, excepting a few lanes of water here and there; the ice was very hummocky indeed. The land to the westward, Cornwallis Island, was distinctly visible but thickly covered with snow. Union Bay was covered with a thick coat of new made ice, inside a line from Cape Spencer, to a short distance west of the "Resolute" cairn on Beechey Island. From the southern part of the island we got a good view of Barrow Straits, exhibiting a considerable portion of it quite open; in fact, all the ice was driving; a continuation of the present wind, N.W., it will soon be clear; somewhat stronger, it would soon drive out of the bay. The lane of open water to the eastward of us, which opened out some few days ago, extended like a river quite to the edge of the ice, joining the open water in the strait.

105. On the 6th the wind was still light from north and N.W., and the ice at the mouth of the bay appeared to be easing off; but young ice was making in the lane of open water, and every other spot inside the mouth of the bay.

106. The first heave we got on the purchases was on the noon of the 13th. The tides had been gradually getting up, and we had been preparing lately and looking anxiously for the highest, which we now found in general was in the afternoon of the second day after the change. On the 13th, at noon, it was high water, the greatest depth being thirteen feet, the purchases then were only hove a taut strain, and we continued blowing the ice up and clearing it away from about the bows as fast as possible; but it was a long and tedious process, for it froze fast, nearly as quick as we loosened it; so much sludge remaining adding greatly to the rapidity of the young ice forming, and all gluing together again. The thermometer, too, for the last two or three days had ranged between 7+ and 6. However, if we could only move the ship three or four feet ahead with our first efforts, I should consider our getting off certain before the winter finally set in, and by the end of this month; if we cannot do it then, we shall certainly be fixed for the season.

107. This afternoon the stream chain being taut, suddenly broke. On examining into the defect, found one of the links not well welded, but I think the cold causing contraction was the principal agent.

108. On the morning of the 14th, at twenty minutes after midnight, the tide was higher than we have yet had it; so the people being all ready, and charges placed, we hove taut, and blew up, completely shattering and loosening the ice about the bows, through which we might have hove the vessel for at least eight feet on end, but there was not water enough to lift her, or ease our efforts. On its beginning to fall, sent the men to their beds again. On the afternoon of this same day there was a higher tide, which we had expected,—prepared for, were ready, and made every effort, but it was equally fruitless,—we could not move the ship, notwithstanding there was more water than we had before. The following were the several depths: fourteen feet eight inches on each bow,

15th October.

Set taut the purchases.

Heave on the purchases and result.

thirteen feet eight inches on starboard gangway, thirteen feet two inches on port gangway, and thirteen feet ten inches by sternposts; the least water, therefore, amidships.

Difficulty in keeping open water.

Plans for further exertion.

109. The tides were now taking off, and finding from the low temperature so much difficulty in keeping open water, I very much fear we shall not get off till the spring of next year; but as I could not think of yet giving up, or as long as we could work on the ice, I determined on trying what we could do with the saws and parbuckles, in an attempt to clear out a dock; although I knew it would freeze over again, yet we might get clear of this heavy ice lying directly in our way, measuring from seven to eight feet in thickness; and we could more easily break out the thin ice, and keep the water clear, when the next high tide drew on, which was on the 9th. Should our efforts then be ineffectual, we must give it up for the season.

Thickness of ice.

110. Some of the floe-pieces about the ship were very heavy, one on the port quarter, and another astern, measured fifteen and twenty feet in thickness. The one on the quarter is very close to, and I think prevented our driving further on the shoal.

All open water in Bay frozen.

The smooth floe, how formed.

111. On the 12th of October every spot of open water in the bay was hard frozen over, and walking on the ice towards the eastern shores, I came upon that portion seen open from the ship and top of Beechey Island, extending from the northern shores into Barrow Straits, just like a river; it was now a hard and solid floe, formed of new made ice, with a surface flat and even, and nearly a uniform breadth quite out to sea, showing distinctly the line of tides through the channel between Beechey Island and the main, from Wellington Strait. On either side of this smooth floe the ice was piled up in heavy and irregular masses; and continuing the walk on towards the strait, found commencing from abreast the first point of the island N.E. of Northumberland House, from one-half to a cable's length off, and out to seaward thrown together such an accumulation of heavy berg-pieces and hummocks, formed by the piling of the crushed ice, from twenty to fifty feet above the surface level, that would have been certain destruction to anything amongst it. Tremendous indeed must have been the pressure all along and close home to the whole southern shores of the island; it looks as if thrown into endless confusion.

Heavy ice.

112. Nearly at the extreme part of the smooth floe, fully three miles from the head of the bay, lies much flat ice broken up into small and neatly shaped slabs, as if ready prepared to take their places in the construction of one of those fairy palaces we read of in the Arabian Nights, mixed up and lying about among a quantity of small stuff, like the chippings and refuse in a stonemason's yard; all caused by the mighty crush.

113. From where these heavy masses commenced was only a little outside of where we drove from; and if we had only taken a berth in a position suggested as being quite a safe one—for instance, two or three ship's lengths inside the line from Cape Riley to Beechey Head—the unfortunate "North Star" would have now been under some of those heavy masses on the S.E. shores of the island. The ice inside of where we now are, and at other parts of the bay, although heavy enough to ruin a ship, is nothing compared to what it is here; and however unpleasant our present position is, and may be throughout the winter, we have much cause to be thankful. We came here with high hopes, never expecting such an occurrence likely to befall us, considering the chief thing to guard against was getting too far in; and all that we should have to do after the ice made, would be to cut up to our anchor and pick it up. Experience truly is dearly bought.

Conjectures.

114. It is very possible that the missing voyagers may have met with a like mishap, probably, too, of more serious consequence. At all events, it is a subject of very grave conjecture; and I have mine, which will appear by-and-by.

Commence sawing.

Difficulty in keeping open water.

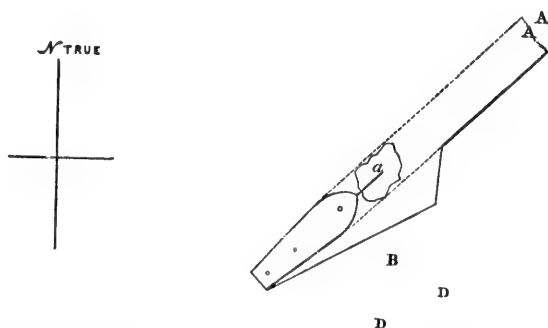
115. It was on the 14th that we commenced with the saws; and although continuing steadily at the work, our efforts were so continually foiled in the attempt to open a space of water and keep it so, that however reluctant I might be to desist, the time was not far off when there would be no choice. The thermometer keeping at a low temperature, work, in consequence of the rapid freezing, had to be frequently gone over again. Doubts, too, were intruding, of whether our strength at such a time was sufficient; for a crew of forty-one men, including officers, is indeed a very small complement for such a heavy ship (550

tons) at the best of times in these regions; but when placed in such a position as we now unfortunately are, the want of strength is sadly felt; although I feel confident that three times the number would find it a hard job, and constantly at it, to clear a dock out, and keep it open, to have us off and into it by the next tide, the 29th.

116. We first began sawing in the morning close under the bows; and on the same evening had not cut and parbuckled out more than would cover an area of twelve feet by ten, when we came upon such a heavy mass of old floe, thirty feet by forty over, and seven and eight feet in thickness, and grounding at low water, that the saws would make but little impression on it. Finding such the case, and that the ice outside in the same line was very much thinner, the triangles were removed; and, notwithstanding more progress was made, the water froze nearly as fast as it was opened, greatly accelerated by the sludge and small stuff, which could never be effectually cleared out, the attempt occupying more time than the sawing.

117. However, to make one more effort for moving the ship I placed all the strength in another part, where, could we clear the ice out, the probability of starting her was very great in our favour. Once effected, however small, we might possibly heave her at the required time into the aforementioned spot, which the heavy floe-pieces prevented our accomplishing in a direct line.

118. This new place was on the starboard side of the ship, where the ice was of a uniform thickness although heavy; but from the very circumstance of its being broken and open close to the ship, caused by her rising and falling with the tide, the work would not be so heavy; the S.B. anchor was also in a very good position. We therefore commenced on the 18th close aft on the starboard side, about ten feet from the ship, cutting in a line so as to open a space to pass close on the starboard side of the large floe-piece; then, by keeping a little to port, and once and a half more her length to the eastward, the place would be gained, making the whole distance to be accomplished three times the whole length of the ship. (See diagram.)



The dotted line, first dock; *a*, heavy floe piece. The dark line, the second cuts, only partially effected; AA, purchase blocks and stream anchor; B, position of S.B. anchor; DD, toggles for mast-head tackles.

119. Although the difference in depth of water in the new cut for about twelve feet broadside off was but slight, still it was the great object to get clear of the heavy floe-piece; we therefore set to with a will, and laboured incessantly until the 29th (the day of the highest tide); and having only got a little before the bow, with the space we had already opened frozen over solid, and nearly as thick as when we began, with loose and large pieces amongst it that had been forced from under the main ice by the tide, was sufficient proof of the inutility of making any further attempts towards getting the ship afloat this season. I therefore gave in, feeling it more imperative on me to do so, as the work in such weather was beginning to tell on the men; their feet were frequently getting wet; and there not being sufficient time, from the period of leaving off work to commencing again the next day, to dry their single pair of cloth boots, I ordered the second pair to be issued; although none complained, it could be plainly seen that many were looking fagged and jaded. The saws were laid

aside, and our sole attention was directed to endeavour to keep the ship on an even keel; for this constant rising and falling with the tide, as she hitherto has been doing, would soon make her quite uninhabitable; for, notwithstanding the heat from the small stoves had in the first instance ameliorated the condition, it was now, as the season advanced, found to be getting as bad as ever. The winter housing we had now all over, having worked at it with four men at the same time they were sawing outside.

Thoughts about the position.

120. To keep the ship on an even keel, shoring naturally first occurred to me, but a moment's reflection told me at once that it would not do here; for, with the ice rising and falling, they would soon be displaced, and down would come the ship, with every probability of never rising again. It then came to my recollection the scores of times, when employed under Captain (now Admiral) Owen in the survey of the Bay of Fundy, I had, in the tenders, laid high and dry alongsides of wharves in docks, &c., without doing just more than give a heel in; the idea struck me that, could such a thing be built here, it would answer to keep the ship up. One difference was, that we were large, they were small; however, I was determined on trying it, for to lie with a heavy list for eight months at the least would never do, and the greatest difficulty I felt would be getting a solid foundation to build on.

Steps for bettering it.

121. To effect all this, I first purposed filling the water casks, and placing them a certain distance, say twenty feet from the port side of the ship, and when the contents froze as well as themselves to the ice (by means of poured water), build upon the intervening space until such a weight was accumulated that no tides would float the mass, and finally a wall, against which the ship might lay without the fear of her weight breaking it down, even if assisted by stormy winds.

122. This work was carried on at the same time as the sawing; every piece of ice taken out was broken up and thrown in on the port side of the ship, much of which fell under the bilge, but was gradually growing up. For the first tide or two, her weight crushed all down, but so slowly that I apprehend no damage has been sustained; when, being about to get the casks out, found we were gaining, and having worked to such good purpose, that on the evening of the second day, at low water she was held up two degrees from the extreme heel (25½ degrees), consequently I did not consider it necessary now to use the casks.

Success attends us.

123. In another way, too, we appeared to have derived benefit from the piling, for by filling the vacant space left by the ship, the ice had acted as a wedge, and somewhat forced her to starboard, for the soundings there were more regular, and a trifle deeper. This was indeed good news, and we went to work with renewed vigour, when finally we got her up to only 7¼ degrees of heel by Saturday, the 30th October. This I considered quite enough, and took no further steps to lessen it; but a strong breeze coming on the same day gave the wall a good trial. It yielded a little, for she went over to 9½ degrees; the piling in consequence was renewed for a time, when the wind again falling, the ship came back to the 7¼ degrees.

Outside work done.

124. I now looked upon the outside work as completed, the ship safe, and certainly in as snug a position as we could possibly expect under existing circumstances; her condition, too, inside was improving. All gear was therefore unrove (mast head tackles, which had been got up in hopes they might possibly help to keep her up, but were never used with any strain), and we were congratulating ourselves on the completion of a most toilsome job, for this season at any rate.

November, 1852.
Premature, obliged to go to work again.

125. We had been rather premature in our felicitations, for at low water on the morning of the 8th of November, she was only heeling 5½ degrees. Now, as nothing had been going on lately, nor had there been any northerly winds of sufficient strength to influence the position in any way, I could only conclude that it was caused by the rapid formation of the ice on the port side; and having no bank on the starboard side, we might be forced over before we were aware of it, with no helping ourselves. The men were therefore set to work once more, and to build a wall of ice on the starboard side.

Complete the outside work.

126. This employed us pretty constantly until the afternoon of the third of December, the only interruption being caused by the gales and when unshipping the rudder. Even with the wind blowing moderately (with the thermometer at so low a temperature) it would drive us on board.

127. The heaviest gale during this latter work commenced on the evening of the 9th of November from S. by E. (7), and increasing to (10), continuing throughout for eight-and-forty hours, accompanied with such heavy gusts that

I really apprehended serious consequences, with the high tides coming on too. What they would be it was impossible to say; all we knew was, that we could not help ourselves. Happily, however, the wall on the port side stood firm, and when the gale moderated we went to work again. This is now the second trial we have had of the stability of our work.

128. On the 12th of November we got close by the stern post of a depth of 13ft. 10in., which is the most water we have yet had, and one inch more than she drew when we left Chatham for Deptford to take in the provisions. So even if we could possibly have got open water, I do not think we could have hove off without lightening more.

Deepest water

129. During the tides in the middle of November, the ice about the stern and rudder worked so much that, notwithstanding the carpenter's representation against cutting it off where sprung or shattered, I determined to have it done, for it was the only way in which we could unship it; and one morning, finding that it had been raised a couple of inches in the gudgeons, preparations were forthwith commenced by clearing away the ice about it; we then cut through the shattered part, and, not without much trouble, finally got it up on the ice. It certainly was a relief to me, for I no more either felt or heard that heavy grinding and surging that had for two days been going on about the stern.

11th to 13th November.

Unship the rudder.

130. It may be asked, why was not the rudder unshipped before. A sufficient reason is given, I think, at paragraph 73; and to be driven on shore as we were was never contemplated, when a depth of water sufficient was not to be had. Nevertheless, it was tried on the 28th of October, but unsuccessfully; and rather than cut it off, from the carpenter saying that it would add greatly to the time requisite to repair it, I let it remain; but when it began to work so, and if allowed to continue, cause injury, I had no alternative. As it was, it was a heavy job, what with clearing away the ice; and only the second day could we get the second part up and placed on the ice astern. It most certainly was a good job accomplished, for such an immense body must lighten the ship's draft somewhat, particularly from the extreme point, and where we want depth.

131. What could induce those who built it to place such an immense sheave in it I cannot imagine; if strength was required (which appears to have been the consideration) that rendered it nugatory, for it was there that it went when the ship took the ground. It takes no small hole for a metal sheave of seventeen inches in diameter and three and a quarter inches thick. A small hole large enough to take the pennant is all that is required, for it is only wanted to lift the rudder out of the gudgeons, the head and heel tackles then do the work, and precious heavy work it was for us, for quite as much strength, and nearly as much time was taken up in unshipping it and getting it across our stern, as in cutting a small dock.

Dimensions of the rudder:—
Whole length 29ft. 4in.
Heel to neck 10ft.
Diameter of sheave, 1ft. 5in.
Thickness of sheaves, 3¼in.
Weight of sheave and pin, 82lbs.

132. Thus have we entered on another month, and the last one of 1852. Our work, I dare say, might have been sooner accomplished but for the many interruptions by wind. At those times it was so bitter cold that no one could stand it, which, with the shortness of daylight hours (having lost the sun entirely on the 11th of November), was not in favour of the speedy accomplishment of such work as it was; for having broken up all the hummocks close about us, we had to make a wider circuit for material for building the walls about the ship. However, the third day of this month saw it completed, and so effectually, by taking advantage of the tide, that a complete dock is formed. It has been a time of great anxiety, and when she at first crushed the wall on the port side down so completely, I really began to doubt of our being able to accomplish it effectually; but now it is such satisfaction to think that after the many trials the structure has had by heavy breezes, it has stood up bravely, we may hope for a degree of quietness and freedom for a spell from anxiety.

December 1852.

133. As the last of the November tides drew on, she heeled to starboard one degree, remaining in that position so long in spite of the increase of water under her, that I was getting apprehensive as to the cause; but a strong south-easter coming on about the full of the moon (26th), helped her up, and before the tide had done, she got back to the old position of half a degree to port.

134. The interior condition of the ship was now in quite as good a state as we could expect from our position, but occasionally the Sylvester would not act on the starboard side, and it became rather cold. The heat would go along in the joint towards the ship's side for about three feet, and then stop, until sometimes in the evening it would make an effort, and get up the pipes along the

side for a short time. We puzzled our brains as to the cause, but could not remedy it for some time; at last I thought it possible that some of the hot-air tubing was damaged, which, without tearing down the casing, could not be ascertained. At length the bulk-head was taken down, the casing opened, and sure enough there was a defect in the tube, for at one of the joints it was so open that all the heat escaped into the coal-bunkers. This must have been done when the ship fell over on first taking; however, it was soon put to rights, and all went on fairly again.

Interior arrangements.

135. On the main deck (our berth deck) a few alterations have been made, which have most decidedly proved very beneficial. In the bows of the ship everything was thickly coated over with ice, and at first efforts were made to shaw it out with the hanging stoves, but it kept the place in such a constant state of humidity that it was given up, and every week the accumulated stuff scraped off and passed outside. In fact, the sick bay, and that part of the ship forward of a line right across abaft the foremost port, was a complete ice-house. This was shut out entirely from the men by the erection of a bulk-head across the deck, as far aft as the after part of the galley-range; so that only the fires were seen from abaft. The bins amidships were taken down, and their after bulk-head removed, and placed close to the forecomings of the main hatchway, thus bringing to view all the smoke-funnel of the *Sylvester*, which ran along under the upper deck to the fore part of what was the fore hatchway, when it passed up through the deck. By this we lost none of the heat from the smoke funnel, where it was required. The bulk-heads of these bins extended from deck to deck.

136. Every superfluous article was banished to the lower deck, where each man was allotted pegs on which to hang his clothes, boots, hats, &c., which he could not put into his chest; therefore, the main deck was free of everything likely to injure health; plenty of room to walk about, (when exercise could not be taken on deck or outside,) and a free circulation of fresh air. In fact, no ship could be better adapted for wintering in these regions than the "*North Star*," which I think the state of health of the crew up to this time will fully prove, notwithstanding the trying and heavy work they have had to go through. Plenty of air, plenty of room to move about in, and keep the principal deck clear, clean, and comfortable, are great objects to be attained. Unfortunately she is not so good for navigating these seas, although as handy a ship under canvas and in narrow waters as any I have ever been in; but when you come to tracking, it is indeed laborious work, with so few hands and her heavy draft. I would then prefer the small craft. Of both classes we may now fairly speak from downright experience, and with the larger more to come yet; when I think about it I sometimes fear we shall hardly accomplish what we have yet before us.

Winds during the quarter.

137. The winds between the 29th of December have been between E.S.E. and S.S.E. sometimes blowing very fresh; but throughout the whole month from south round by east to west, they have been pretty fairly distributed. The preceding months, first, November, from S. to S.E., has been the prevailing quarter, the strongest from S.S.E. 8. From N.W., a day and a half only, and but light. October, N.W. winds for the greatest number of days, strength never exceeding 3. The S.S.E. wind was again the strongest, but not of long duration; 8 was the force, and lasted only half a day. The breeze commenced at S.E. However, it was not a windy month. September, the disastrous month,—N.W. we had the greatest number of days; but the strongest S.E. and S.S.E. Winds from quarter between west and south, we got but rarely; however, what we do get I think are local, influenced by the high lands about us.

Animals and birds seen and caught.

138. The first foxes were seen on the 26th of October, and one was caught that night; altogether up to the end of the year, twenty-three have been taken in traps, eighteen of which were males. They were all white with one exception, a blue fox. Of birds since the ice came in, ptarmigan only have been seen, and eight shot by the officers. By-the-bye one was killed by one of the dogs. There is about the island, one solitary raven, seen occasionally.

Temperatures, &c.

139. The mean temperature for September was +28.8; maximum 31.5; minimum 11+. October, mean 13.1+; maximum 29+; minimum 9.5. November, mean 3.12+, maximum 16+; minimum 21. December, mean 23.7, maximum 8+; minimum 36.

January 1873.

140. Christmas day passed over with us quietly and comfortably, and the new year was ushered in with a musical greeting; the men parading about the decks,

exchanging the usual compliments. Although we have had neither plays nor masquerades to enliven the dull monotony of an Arctic winter, yet every one appears happy and comfortable, and getting on very well together. We certainly have had enough to do and think of; different indeed from the usual employments in winter of former northern voyages. Thank God, by His blessing, up to the end of this month, unusual good health has been our share.

Good health.

141. To the end of the month there appears to have been no more in the ice sufficient to effect the ship's position; more than that, I think she is raised up a little abaft, by the ice forming under her counter. At a distance of ten feet from the bows, and all round, the ice is pressed up very much, and she lays as if in a complete basin. Several times we have had to clear away these piles. The first time was on the two last days of December, when the thermometer ranged at the time from 35 to 29. Fortunately there was no wind, and during the two days no one suffered; all fully satisfied that our clothing was enough to resist such cold, even greater, which we soon after had an opportunity of trying; for on the 5th and 6th of January, we were obliged to repeat the work with the thermometer ranging between 49 and 44. In fact, I do not think any one has been seriously frostbitten or even hardly touched.

Employed.

Clothing.

One of the men in the beginning of October was persuaded by some knowing fellows that his cheek was touched, and letting them rub it, they did it so effectually as to take the skin off.

142. Hardly a day has passed but some of the officers have been out and walked at least a mile, and frequently round the island. The men invariably are sent out on Sunday, weather permitting, and other days when nothing was doing on board. As a proof of the goodness of the clothing and what a man can do in these regions in winter when well protected, I give one instance.

Exercise.

143. On New Year's Day three of the men, petty officers, went for a walk about ten o'clock; as it was blowing strong at the time, 6 from E.S.E., snow driving and thermometer varying from 30 to 27, I certainly thought they would not go far; but as they had not returned by dinner time, I felt very uneasy. However, at 12.30 they got on board all safe, having walked from the ship along the southern shores of the island to its S.W. point, where they ascended to the summit, (no inconsiderable tug,) passed over the top, and descended again by the gully on the eastern side, and at the back of the graves. I certainly expected some of them would have been frostbitten; but no; the only inconvenience they say they felt, was the hard work getting along against the wind. Two had on the sealskin dresses, the other only duck overalls and frock. All had the cloth boot; rather an unwieldy thing to travel in certainly, although all the officers now walk about in them. It is a most comfortable thing for standing about in, and we found it particularly so when working on the ice.

Relating to Clothing.

144. The school was commenced on the 30th of November, and although we have not had a strong muster of pupils, those attending have improved in reading, writing, and arithmetic. On the Sunday evenings in January, we began reading Cumming's Apocalyptic Lectures. The first evening there were but few auditors; however, the next time nearly all the men were present, and certainly seemed deeply interested.

School, &c.

145. Frost we cannot manage to keep out entirely, and lately we have been obliged to keep the Sylvester stove going all night, causing a greater consumption of coals than otherwise would have been requisite. In fact, from the very position in which the ship has been placed, we have had more need of fires. The bows inside have always been thickly coated with ice since October, the storerooms and lockers likewise, and many of the preserved provisions, &c. on opening have been found quite frozen.

Frost, impossible to keep out.

146. Our poor dogs I hardly know how to feed, for when all the bread-dust is gone, (which was first given them on the 1st December,) we shall feel at a loss what to give next. Bear or seal we have no chance of getting now; and as they have already done us good service, I trust we shall not lose them, for they will be invaluable in the work we have before us. On the 10th of the month the bread-dust was all gone, and having such a good supply of flour, I ordered a cask to be opened and a daily issue of half a pound each; and as soon as possible to get a cask of whale blubber out of the house (where it lay buried deeply in the snow) for their use. A cask was opened for them before, but they would hardly touch it.

Dogs, difficulty in feeding them.

147. On the 15th of January I was enabled to visit Cape Riley, by taking

Visit to Cape Riley.

advantage of a calm day. From its vicinity I had a good view of the ice in Barrow Strait. It was greatly piled up, and travelling over it would have been heavy work. Just on the point, the ice had accumulated and risen up to a very great height. The course from the ship to the point was very tortuous,—passing round to avoid so much hummocky stuff, making the distance quite one quarter more than it really is; however, the walking was not so bad, as the snow was hard packed by the late gales.

Work on the ice again. 148. On the 24th we were under the necessity of turning out again to work on the ice, for it had so forced up under the bows that it was quite necessary to remove it. The thermometer was ranging from 34° to 39°, but no one seemed to feel the cold.

Digging for traces, records, &c. 149. For some time I had determined on having a most searching examination into every spot on shore at all disturbed, or where it would be natural to suppose traces of any sort might be found or documents deposited, if any left; not that I for an instant doubted its not having been done effectually by both Captain Austin and Sir Edward Belcher, but rather that it would be a further satisfaction to every one that no endeavour had been neglected to clear up the fate of the two ships. Therefore it was commenced on this very day, the 24th, by a party of men in charge of Mr. Alston, mate, and kept constantly at the work, at least when the weather permitted.

150. The first place examined was under the pile of tins; they were removed and each carefully examined; when within the circumference of a twelve-feet radius was dug down, as far as it was possible to go, without making any discovery but a few fragments of bone, wood, &c., which has all been put together in a box for further inspection. The digging was not particularly hard, for the ground being pretty well covered with snow, the cold had not so deeply penetrated.

Brewing. Opinion on the beer. 151. Our latter efforts at brewing have been more successful than the former, inasmuch that the one is really good, and the other, though weak, drinkable. Beer I consider a most excellent beverage in these regions; and I really think the issue, which was continued to the men throughout the hardest time of our work, tended quite as much to keeping them in health as anything else. It was but a small quantity, certainly (half-a-pint each man at eleven o'clock), but the real goodness of the stuff (Mr. Allsop's Burton ale) was such that I can say it was the best drink of the sort I ever tasted. At first the men found it so cold that it fairly made their teeth ache; but on taking off the chill they appeared to enjoy it, finding it both invigorating and refreshing.

Victualling, &c. 152. At the end of the year, finding the people enjoying such good health, I resolved on making a change in the victualling. Another reason for doing it was, that at the old rate of issuing three times in the week, we should only have enough (preserved meats) to last fifteen months, and, considering it probable that we might have to stop out another winter, should fall short. I intended bringing it back to the scale I had established on the 1st of September 1853, and which was in use until Mr. McCormick the surgeon's return from Wellington Channel. It was then referred to him, and he strongly advised a further increase, to which I assented, and placed the crew on such a scale, but intended only to continue it for a month or so after the men got into a thorough good state. However, when the ship was driven on shore, and in such a state for a long time, I again referred it to Mr. McCormick; he objected, and gave me a letter on the subject; nevertheless, considering every circumstance, I held to my resolve, but increased the fruit and vegetables, and, instead of the full allowance of corned beef, gave only half, making up the weight with pork and bacon.

See Enclosure, scale No. 1. See Enclosure, scale No. 2. See Enclosure, No. F. See Enclosure, scale No. 3. Winds for the month. 153. This month altogether has been rather wintry; the heaviest, as usual, from a quarter between east and south. During one gale's continuance it was never steady at one point for one quarter of the forty-eight hours it lasted. At one time it had nothing in it. It commenced S.E. by E. 4, soon up to 6, then S.E. 7, E.S.E. 8 to 9, E. by N. 9, E.S.E. 9, S.E. by S. 9, S.E. by E. 9 to 10, S.S.E. 8, S. by E. 5, S.S., E., and calm. The greatest strength of the N.W. winds has been 7. The thermometer during the gale was ranging between 14° and 39°; marine barometer, 30° 57' and 29° 93'. Snow we have had none, in fact cannot look for it at such a low temperature. The drift has been very heavy in the gales. Mean temperature of the thermometer for the month, 34° 63'; maximum 8°; minimum 52°.

February 1853.

154. The month came in with a wind which I think we may fairly say has

been the heaviest on us since we have been here. It commenced S.E. 4 to S.S.E. 6, but did not last long, or prevent our usual walking exercise, particularly as clouds were showing strong indications of the sun not being far off. Some who were on the top of Beechey Island reported they had seen him; however, on the next day, the 2d, being very fine, the master and myself went up, and sure enough, just above the opposite land of Barrow Strait, appeared the sun's upper limb: thus, after an absence of eighty-two days, do we again see the glorious orb of day. Sunday, the 10th, was a most beautiful day, with a clear bright sky; and it was really delightful to have the sun shining upon you again. On seeing the golden rays shooting into my cabin, on coming aft from church service, and illumining the shelves so begrimed and black with smoke and dust, that I could not but help feeling what a merciful God was about us, and how thankful we ought to be for His bounties.

Sun seen.

155. The time is now drawing on when I trust we shall be able to get to work effectually about releasing the ship and getting her once more afloat. This unfortunate occurrence will make a most material difference in the arrangement I first came to for carrying out the orders of Sir E. Belcher; for at the time the travelling parties ought to be out, all our strength and energy would be required for making preparations for clearing away the ice about the ship to open a dock for heaving her off into. I do not expect to be able to work effectually with the saws until May; but there is so much to be done, both before and after, that we cannot commence too soon; and if I can send for the despatches it will be quite as much as we can reasonably do.

Relating to spring travelling, &c.

156. It has been a thought of long and serious consideration, and as far back as the early part of December, in talking over with the master the arrangements respecting the spring travelling, that, even were it possible to spare any men from the ship's necessities, four would be quite as many as could be allotted to Mr. McCormick for any further search he might wish to carry on, at the same time accompanied with four dogs would make the party fully equal to six men. But as Mr. McCormick up to this time has neither furnished me with his journal of the boat expedition to Baring Bay, or any insight into his plans, I conclude that he has nothing more in view. He informed me verbally that he had found no traces; Baring Bay was continuous land; and that there is no possibility of leading a travelling party through by land from that vicinity to Jones's Sound. All there is to do, then, is to follow up the line of the "Assistance," which I can see no necessity for. However, that his energy might not be thrown away or lost, I had determined on asking him to take a party on to Point Beechey, the last rendezvous named in my orders, and look into Inglis Bay. This would be taking him through ground he has already been over; would be quite as much as he could do, and, in all reason, that our means in the present position could accomplish. It would also be necessary to visit Point Phillips: Mr. Shellabear with other four men and dogs I had selected for that service. The 10th of May was the day appointed to be at these places.

Relating to travelling.

157. In making these arrangements, to ensure no detention to the parties from the "Assistance" beyond the day of their arrival at these places, for we do not know but what circumstances may prevent our getting there at the time named; I purposed going myself early in March to Point Phillips, the first place named; visit and ascertain the condition of the boat left at Abandon Bay by Mr. Penny, thence to Baillie Hamilton Island No. 2, Dundas Island No. 3, and Point Becher No. 4, then to the ship; when, if circumstances would allow, both Mr. McCormick and Mr. Shellabear might go off for the despatches.

158. At either of the points I visited, I should leave an open notice informing the officer from the "Assistance" with the station at which my despatches would be found, which I purposed to be the extremes—Points Phillips and Becher; also, the position of the ship imperatively requires all our united strength to get her off, and in such a position as to be readily attainable when called for; to leave his at Point Phillips if possible, at all events where he should find mine.

159. As I intended taking twelve men and eight dogs, half only to accompany me to the boat, I fully expected to get back to the ship by the end of April at the furthest; and my reason for taking a second party and visiting the boat at Abandon Bay, was, in the event of its being necessary to cross to Beechey Point by the officer visiting Point Phillips for the despatches, that means might be got ready if she was not found fit. And it might be actually necessary to make one party of four do all that a large one would have had to perform, had we not been

driven on shore, or successful in getting off last season. Mr. Elliott, the clerk in charge, was therefore directed to get provisions &c. necessary ready; other preparations were in hand; and on Monday, the 7th, I sent for the officers to get their sleds and men prepared. A party was selected for me, and a sled put in preparation. Mr. Alston, mate, was to have charge of the second sled with me.

Dogs in a bad state.

160. For the last month or so the dogs have been greatly troubled with fits, and no one appears to be able to assign a reason. It was chiefly confined to those we got at Disco, all suffering more or less, when on the 17th one unfortunate brute died, and two others of the same team seem about to follow: one of these two is the best of that lot. Up to the middle of the month those Mr. Kennedy left appeared to be quite free of any disease, and doing remarkably well, when unfortunately three have been attacked in a like manner, and I really think we shall lose some of them.

Digging finished.

161. On the 28th we had dug over all those places that had been before examined, without finding any record to the direction the missing ships have taken. A few broken tent pegs, bones, pieces of glass, shavings, &c., was all we got. By the bye, in that place so imaginatively designated the garden, and what I should say was the site of a tent, was discovered most of the broken tent pegs, also scraps of brown paper and a solitary piece of tallow candle (mould). The cairn on the top of the island we have not yet found, although frequent have been the searches for it; however, we have plenty of time before us yet.

Training for travelling.

162. On the 23d the first travelling party were out for training, and they were taken a distance of six miles altogether, with four dogs assisting. The load was about two-thirds of what it will be, fully equipped. They were four hours about it, which, considering the many stoppages for the dogs to get over their fits, I consider was pretty fair for the first day. We started with five dogs, but one was so bad, that we were soon obliged to let him out. Another, and one of the best of Mr. Kennedy's team, had three; but each succeeding one of so short a duration, that on the return he seemed to have got rid of them fully, so I think that it is from sheer want of exercise. The next day six were in harness, two of which were soon let out; but the one of yesterday that had shaken them off, went over the same ground and nearly the same distance, without the shadow of anything ailing him; since which we have been sledging off, both with men and dogs, gravel for the dock, the direction of which had been already marked out.

Weather and winds for the month.

163. On Sunday, the 27th, a solitary ptarmigan was seen flying across the bows, and close too.

164. The weather during the month has been fine, considering the time of year, and the temperature at times very mild. On several occasions the thermometer has been as high as ten above zero; and from the morning of the 13th at 8 o'clock, until noon of the 16th, never below it. Winds during the time from every quarter, but between west and south much snow fell at these times. The strongest wind during the month has been from the N.E., but between east and south the prevailing; between north and west a pretty fair share, 6 the greatest strength, but only for a short time. Winds between west and south more frequently this month than any preceding one.

165. Aurora borealis we have had very little of,—one way in which I think we may account for the mildness of the winter; and I am in hopes this forthcoming season will be an open one.

166. The mean temperature of the month was: maximum 11°; minimum 37°; mean 17° 95'.

Impressions.

167. Thus having brought our proceedings up to the end of February, I shall record a few impressions which of late have been constantly presenting themselves to my mind. I do not give them as decided opinions, merely probabilities, which have arisen from the position in which we have been placed by ice driving in; and nearly driven out to sea, or on shore by ice driving out.

168. In paragraphs 91, 103, and 113, I have said and still believe that had we been lying further out, or driven sooner, the chances were very few in favour of our escaping without serious damages, perhaps wrecked. It is probable that such a mishap may have occurred to Sir John Franklin's ships; and any sailor looking at this place the day after we were driven in, would say directly such was very possible. Therefore he could not have gone further north; but put

his ships, perhaps only ship, to rights as well as it was possible; gone out with the intention of going home, thinking then that it was not necessary to leave any record; got into such a pack as Sir James Ross did; not so fortunate in being released, and his disabled ships or ship with all met a fearful fate. We find no traces of such an occurrence here certainly; neither, I believe, have we found anything of the "Fury," but what has landed from her. No records are found here, none in Wellington Channel, as far as former searching parties have been; it therefore leaves the impression that he has not gone with his ships beyond this spot on a forward movement. For I cannot think Sir J. Franklin would commit such an oversight as to go from here without leaving some account of his doings if proceeding. However, if they have gone through the Wellington Channel, Edward Belcher will soon settle it. My opinion in 1850, written at Fort Simpson after my return from Cape Bathurst, in a concluding remark, was, that there we must look for them.

169. Now as to the driving out with the ice, I state what has occurred to us; let others more able draw conclusions. I only give my impressions, for a decided opinion I do not pretend to advance on these regions, only considering that we must be governed by the circumstances in which we are placed. Impressions, &c.

170. Twice in the latter part of August last were we driven out, and all by the sudden coming away of the ice, which we hardly thought would start. Franklin might, as I have before said, have had his ships damaged, was going on with the repairs, doing his best endeavours to complete before cutting out, when a strong N. or N.W. gale arising, might have driven ice and all out together; and, if not in a fit condition for sea, might have met with one of those sudden occurrences among ice,—met with mishaps which they had no power of controlling or averting. It is fearful to think of, but I cannot help such things presenting themselves to my mind. If Adam Beck's piece of tin had on it the 16th of September, 1846, and as Captain Austin says, that there was evidence to show that they left in a hurry, it is not unlikely that going out that way may have been the case, and cause of the hurry. I am pretty certain that all the ice in this bay that drove us on shore would have gone out again, had there been any strong wind from north before it set so firmly fast along the shores, and the strait outside became so full. In fact we prepared for it, by the advice of the ice-men, by laying out warps, that the move might perchance drag us off into the deep water. As it was, even against a strong wind, (S.S.E.,) the tide alone forced out a large body of ice, leaving a long lane of open water not much more than a quarter of a mile to the eastward of us; then what would such hummocky stuff have done if assisted by a strong wind besides?

171. The tide sets from Wellington Channel through Union Bay, and the channel between the island and the main; thence, and strongest, on nearly a south line through this bay into Barrow Straits. In dr-cking, how frequently, after making the cuts, and labouring ineffectually, assisted with powder too, to get the ice out, have we been obliged to desist; and, leaving it perhaps for the night, found, on resuming again, that it was either all gone out, or else easily started. This could only be caused by tide, and we considered it so, but whether cbb or flood from Wellington Channel I have not yet decided on; as I have only that and the circumstance mentioned in paragraph 97 to judge from; however, opportunities I fully expect will not be wanting yet. Tides, &c.

W. J. S. PULLEN, Commander.

No. 2.

Commander PULLEN to Mr. THOMAS C. PULLEN, Master, H.M.S. "North Star."

H.M.S. "North Star," Beechey Island,
26th August 1852.

MEMORANDUM.

As the ship is now within a very short distance of her final berth, and I am about to leave with a boat's crew on detached service, you will therefore use all despatch in preparing her for the winter. All material for constructing a house will be landed, and as close as possible to the spot pointed out for the erection of the building.

I do not think it necessary that the ship should advance further in the bay than a quarter of a cable's length; should therefore any more ice break off after having obtained that position, it will be requisite to anchor.

R

The meteorological journal will be strictly kept by Mr. Toms, assistant surgeon, and Mr. Shellabear, second master, in the form which has been supplied for that purpose, and Mr. Shellabear to make the fair copies for transmission to England. Mr. Elliott will make the fair copy of the chronometer journal, as I take Mr. Alston, mate, away with me; Peter Fenecy, ice-master, will take charge of a watch.

(Signed) W. J. S. PULLEN, Commander.

No. 3.

Thrown overboard from H.M.S. "North Star," lying at single anchor in Erebus and Terror Bay, Beechey Island, on the 25th of September 1852. Wind at the time light from north, a N.E. gale having just subsided. Ship not yet housed in, ice not having made, although there is much soft sludge in the bay, which is driven about constantly by wind and tide. Union Bay closed up with ice. Temperature of the air when this was thrown overboard 25.5. Sea 29. "All well."

Should any one pick this up, please forward it to the following address:—

On H.M. Service.

To the Secretary
of the Admiralty,
London.

Stating in what latitude and longitude it was picked up, with the date, condition of the cask, &c.; in fact, any particular respecting the document.

P.S.—Two bottles with a similar notice were thrown overboard at the same time

Printed at Beechey Island.

(Signed) W. J. S. PULLEN,
Commander H.M.S. "North Star."

IX.

Report of Mr. Pullen, Master, Her Majesty's Ship "North Star."

No. 1.

Mr. T. C. PULLEN, Master, to Commander PULLEN.

Her Majesty's Ship "North Star," Erebus and Terror Bay,
Beechey Island, September 2d, 1852.

Sir,

I BEG leave to report for your information, that on the evening of the 26th ultimo, the day on which you left in the first gig, on the searching expedition up Maxwell Bay, I, at eight o'clock P.M., commenced heaving the ship close up to the floe edge, to secure her for the night, when I found the ice breaking away in all directions; and although I flected the ice anchors as far in on the floe as the whole length of our hawsers, the ice broke away whenever a strain came on them. It was blowing moderately fresh now from N.E.; finding the ship drifting, let go (S.B.) anchor in seven fathoms; bent (B.B.) chain, and pointed yards to the wind. Towards morning, the breeze having freshened considerably, at six o'clock let go (B.B.) anchor, as the ice was now coming down in large pieces, and occasionally striking the ship heavily, having good way on it with the force of the wind. Towards noon of the 27th it moderated, all the loose ice having worked its way out of the bay, and the wind having shifted to the N.N.W., gave her more cable. Not being able to do this before, as with the wind at N.E. we were tacking rather close in than I liked. At 9.30 P.M. the ice again began to move, and in a very large mass; fortunately there was no wind to give it much way before it reached us; saw all clear for getting sail on the ship, should we

be torn from our anchors. When the ice first took the ship, it forced her stern in towards the shore, and broadside to the wind, giving her a couple of streaks list to starboard, and both cables with as much as they could bear; fortunately the holding ground was good. I think, before we got the whole weight of this immense quantity, which was extending over a couple of miles, a point of it took somewhere down by Cape Riley, and remained stationary. At 10.15 P.M. to our relief it eased off, passed the ship and drifted out of the bay. There was still a large quantity of ice remaining at the head of the bay, and round the northern shore, which all broke away in one mass at 2.30 A.M. of the 30th, the whole of which came down and hung across the ship's bows again, bringing a tremendous strain on both cables, which I every moment expected to see part, and the ship driven ashore; we dragged for the distance of about half a cable's length, when suddenly a crack took place in the ice, right ahead of the ship (and stretching from the bow, right across the whole width of the bay), we shot into the opening like an arrow, and the ship was immediately relieved from this heavy pressure on her; a large quantity remained yet hanging on us, which I dispersed with some charges of powder. The bay now totally clear of all ice, weighed and sighted both anchors, shifted berth higher up, a heavy undertaking with our small crew, but the assistant surgeon and clerk in charge gave us their strength at the windlass, and fortunately only one man on sick list. Had I not the two anchors down, so small a crew on board the ship, from the two boat expeditions away, and a possibility of being hampered by ice outside, and thereby preventing me from returning to this anchorage, I should have slipped and gone to sea.

I remain, &c.

T. C. PULLEN, Master.

X.

Proceedings of the "North Star," 21st March 1853.

No. 1.

Commander PULLEN to Captain Sir E. BELCHER, C.B.

REPORT OF PROCEEDINGS.

H.M.S. "North Star," Beechey Island, 21st March 1853.

Sir,

1. In order that you may be fully acquainted with the proceedings of Her Majesty's Ship under my command, I forward a copy of my journal, and in proceeding with this letter, beg to refer you to the different paragraphs for full details.

2. Captain Kellett with his tender, the "Intrepid," left us on Sunday (2 P.M.,) after having completed their transfer of stores and coals from this ship. Just on the point of leaving he gave me a letter, urging the necessity of visiting Port Leopold, and knowing it to be your wish likewise, I determined on getting the "Mary" yacht off the beach, and into this bay for the purpose, and performing that service either on my way to or return from Maxwell Bay.

3. On Monday we commenced cutting dock to get the ship into a secure berth the first thing, and on the same day I told Mr. McCormick, the surgeon, that he could go away on Wednesday, as by that time we should be so far advanced, as to be better able to spare men, a boat's crew was therefore named and everything in preparation.

4. On Thursday the 19th of August, and the same day Mr. McCormick left with the whale-boat and a crew of six men, (fully equipped and provisioned for one month,) for Wellington Channel. Everything was supplied him that he demanded, and on leaving he expressed satisfaction at his fit out. I gave him no orders, only furnishing him with a sketch of my future proceedings, of which I forward you a copy.

5. Mr. Kennedy on landing immediately made a proposition for farther search, in the direction he had already been, and gave me a verbal account of what he had done. This, together with my proceedings relating to his requisition, and its failure, is detailed in my journal in paragraphs 17 to 35. Copies of the correspondence I also forward.

6. Mr. Leask, ice-master of the "Prince Albert," was out in this ship before; the account he gave of the spot the provisions were landed in, (Admiralty Inlet) is as follows:—The provisions are on the eastern side of the inlet, one mile and a half from the extreme north point. A beacon was placed on the north point. With Wollaston Island right abreast, and about three hundred yards from where the provisions lie, is an anchor and seventy fathoms of chain, which the "North Star" was obliged to slip from in a gale.

7. The "Prince Albert" brought over from Port Leopold all the letters left there by Sir James Ross's ships, and Mr. Kennedy is reporting everything there in such good condition, I deferred my visit to a future period. They left us on the 24th of August, after landing a quantity of provisions, stores, &c., for caché. I sent by Mr. Kennedy all the letters you left, together with copies of the correspondence between him and myself, with every account up to the last moment.

8. We were now as far in as I considered it prudent to go for the present, (see tracing of the bay,) much of the ice having broken off and floated out to sea, but returning with the tide, and as the thermometer got down, freezing all together, forming with the young ice a compact body around us. The ice inside of us was still fast, without a single crack in it, and thinking that if I deferred any longer the trip to Maxwell Bay, it would be entirely prevented, I determined to get away as soon as possible. One of the cutters was, therefore, provisioned for a month, and on the 26th I started, after handing to the master written instructions for his guidance relative to the duties of the ship.

9. My absence on this trip was only a week, the proceedings of which are fully detailed in my journal from paragraph 38 to 48 inclusive; but, although it was successful in the main object, it has closed up entirely the head of the bay, and fully corroborative of your opinion on the stone circles examined at Cape Riley.

10. I got back to the ship on the 2nd of September, and to my surprise found all the ice in the bay had cleared out, very nearly, as the master informed me, taking the "North Star" with it. A copy of his report I forward, (see enclosure, D.) Mr. McCormick had not returned, and the house which had been commenced just after I left, was in a good state of forwardness; but on finding there was not material sufficient to complete it on so large a scale, we were obliged to reduce it. It is situated on the S.E. side of the island, sheltered from the cold N. and N.W. winds, and commanding a good view of the entrance of the bay. The first dimensions were 60 x 30; it is now 30 x 25; and in the fid-hole of one of the "McLellan's" topmasts in the N.W. corner, a record relating to its establishment, with a few coins, were deposited. I gave it the name of Northumberland House, in honour of his Grace the first Lord of the Admiralty.

11. The ship was now lying at anchor inside of what I call the first point, in seven fathoms of water, in about as good a position as she could possibly be until the ice fully made; it was then my intention to cut a short distance further in for a final winter berth.

12. On the 7th of September, a quantity of ice had been driven into the bay with the E. and E.S.E. winds, lying directly across its mouth, and just outside our anchorage, on which, our attention was fixed, when to our astonishment a sail hove in sight, soon showing that she was possessed of an auxiliary steam power, and finally proving to be the "Isabel." At ten she anchored close to, and our boat which had boarded her on coming in, returned with the captain; when I had the satisfaction of welcoming in these regions Commander Inglefield, another volunteer for Arctic discovery, but under private auspices. He only left England on the 10th of July, and has most decidedly made good use of his time and an open season. Whale Sound, Smith's Sound, and Jones's Sound, with the adjacent coasts, he has fully and closely explored; exhibiting all the upper part of Baffin's Bay in quite a different form from what it has hitherto borne in our charts. The "Isabel" brought out sundry letters for the squadron, and a few small packages besides for you. The letters I forward with the first travelling parties, the other articles by the second, so as to meet our sleds by the 10th of May at Point Phillips, should nothing meanwhile occur to prevent it.

13 Captain Inglefield leaving for England the next morning at 3 A.M., I sent by him duplicate copies of all your despatches, as well as a letter by myself to the Secretary of the Admiralty, a copy of which I forward. In paragraphs 52 to 63 are full details of the time.

14. Mr. McCormick not having yet returned, and considering the time I had taken in the trip to Maxwell Bay, a distance quite equal to what he had to perform, I was getting rather uneasy at his protracted absence, and as there was still open water I was determined on anticipating my former arrangements, which are detailed in the first part of my journal, by sending a boat away at once, to perform the service of making depôts, as well as ascertain the cause of Mr. McCormick's detention. Mr. Shellabear, the second master, was selected for this service, and despatched on the afternoon of the 8th of September, with one of the cutters, a crew of six men, and a week's provisions, besides a quantity for depôts for future operations. I gave him instructions, limiting his voyage to Cape Osborne, which I considered quite as much as he could perform, and a week time enough to do it in.

15. Shortly after 8 P.M. of the same day Mr. McCormick arrived on board, all well, having, off Cape Spencer, communicated with Mr. Shellabear, and leaving him with a favourable breeze under all sail to the northward.

16. The surgeon's report was of an unsuccessful trip, both as to discovery of traces, or any chance of leading a party by land through to Jones's Land. He has been as far north as Point Hogarth, and added nothing new to what was already known of the coast between this place and it, only confirming the accounts of the travelling parties from Mr. Penny's vessels in 1851. Part of the exploration was performed by sled.

17. On the 13th Mr. Shellabear returned, having only partially executed his mission in consequence of the rapid formation of the young ice. (See journal of proceedings, enclosure E.)

18. All hands were now on board. Winter preparations were therefore going on rapidly, and I was looking anxiously for the making of the ice to complete final arrangements, and to get into the berth for full due. Much ice had lately driven into the bay with south and east winds, frequently so connecting that I have imagined it all fast for good; but north and north-west winds would send it out again; east or west winds would only drive it from side to side. None of our sea gear was yet unrove, for with such heavy ice as was frequently in the bay, or driving out, might possibly take us with it. The strong winds alone from N.W. or N. I feared not, for the holding ground was good (marle or stiff white mud). The topgallant masts, however, were got down.

19. I had begun a survey of the bay, and although taking every opportunity that afforded, we got on slowly, for the cold and strong breezes were too much at times; however, it led us over ground which otherwise might not have been visited, when, on the morning of the 14th, pulling across for the eastern shores of the bay, something on the northern range of hills was seen, and at first taken for bears. On examination it proved to be two cairns, which I employed myself the next day and day following in examining. I found them regular built marks, which were close examined, and both underneath and around the ground opened and dug down as far as possible without finding the least traces of who built them, or how long they had been standing; no very great time I should say, at least with comparison to the circles of stones, for there was a freshness about them which we have not found in the latter. I also found on the eastern shores of the bay a small pile of gravel, with several pieces of well-bleached small line about it; but, on examination, nothing further turned up. I concluded it was a surveying station, as it was similar to what I had just been erecting; moreover, one of mine was close by. Perhaps those on the hill might have been for the same purpose; but I hardly understand why two should have been so close together. I dug between them, but met a like disappointment. Those on the hill I have fixed, and marked in my survey of the bay upper and lower cairn; the upper one is 710 feet above the low-water mark, barometrical measurement. (For the whole detail, see paragraphs 77 to 86 inclusive.)

20. On the 22d Union Bay was full of ice, all apparently fast. I walked out on it a short distance from the shores of Beechey Island. For the next two days the ice would occasionally form in the bay when the wind was light or calm, but the N. or N.W. winds setting it in motion, would soon break it up again, and it would drive about the bay in long narrow streams of sludge; in the sheltered

parts, however, it would remain. On the 27th at noon all the eastern parts of the bay and well out at sea was clear of ice (the wind was E.N.E.), but in the evening the wind came from E.S.E., and much ice was seen outside driving to the westward. At midnight quantities of it came into the bay, striking us heavily enough to be felt as it came in contact.

21. The weather of late had shown strong symptoms of a final close to the season; much snow had fallen, completely covering all the lands adjacent, and the S. and S.E. winds brought into the bay heavy masses of old ice. On the 25th, the water outside of us being open, I set adrift some printed notices in a cask and two bottles, in hopes they may find their way to some visited places, picked up, and forwarded to the Admiralty. A fac-simile of one of these papers I forward for your information.

22. Early on the morning of the 28th the wind veered round to S.E., occasionally blowing fresh, and ice, increasing both in quantity and weight, compared to what had already come in, was thickly crowding in the bay. At eight the bay and out to seaward as far as the eye could reach was completely covered. Occasionally throughout the day it would move, when at 10.30 p.m. it came on to blow, and so continued that we were finally driven by heavy pressure from our holding and on shore, without the least possibility of averting such a calamity. And I can only say that it was by the interposition of an all-merciful Providence that we escaped serious damage, perhaps total wreck.

23. Incidents now crowded so thick and fast upon us in connexion with the operations that have been carried on for the release of the ship, the means adopted for keeping her in an upright position in safety, so to ensure the comfort and health of the crew, extend over such a period, and embrace so much matter, that I must beg to refer you to my journal, beginning with paragraph 91 to 138, and which closes the year 1852.

24. The first two months of 1853 do not contain any very great matter, more than the having to work again on the ice, and the thorough searching of Beechey Island, without resulting in any discoveries: and thus I conclude my journal at the end of February.

25. It had long been a subject of deep consideration with me how to send so many parties away as would be necessary to carry out fully your orders, when we should require all our strength to release the ship from her unfortunate position. As Mr. McCormick had not communicated to me anything of his exploration in Wellington Channel, more than a verbal report the evening he returned on board, I naturally concluded that he had nothing more in view. However, that his energies might not be lost, I had decided on asking him to lead the party on to Point Becher, and pick up the despatches there, giving him for the service four men and four dogs, which would make the strength of his party fully equal to eight, sufficient for the purpose required, and quite as much as our necessities could spare.

26. I had determined to go myself with one party to Point Phillips, and leave earlier than usual, in order that I might have all my strength at the ship when required, and not detain your parties at the rendezvous, further than the day named in the event of mine not reaching. At Point Phillips I should have my despatches, then cross to Point Becher, leave another copy there, and back to the ship, and if possible send off a party so to be at those places by the 10th of May. Arrangements were therefore made to carry out these propositions, sledge crews appointed, and provisions, &c. prepared.

27. As I intended visiting the boat in Abandon Bay, and ascertain her condition, I decided on taking an auxiliary party, so that I may be able to send back, and have such arrangements made should she not be found fit for service, if required, to have one got ready to replace her. Mr. Alston, mate, I had fixed on to perform this service, and desired him to prepare himself and party. Mr. Shellabear, the second master, I intend leading the party for the despatches, but his preparation would not require immediate attention. From Mr. McCormick I requested a copy of his journal of proceedings, acquainting him at the same time that I would, if possible, leave on the 10th of March.

28. It was not until the 4th instant that I received this journal, with a letter addressed to me requesting me to forward it to you. Enclosed in my letter was one for you, which I also forward, in which Mr. McCormick states there is nothing further for him to do in Wellington Channel, but proposes a search in Smith's and Jones's Sounds, and start directly I return, a proposition inadmissible,

and one, I can with truth say, I would not think of proposing myself: he cannot have considered the thing maturely. I told him plainly that it was impossible in more ways than one, and to convince him how little there was to do in that direction, showed him the tracing Captain Inglefield left for you; and proposed what I had before thought on, namely—that he should lead a party to Cape Becher; but this he would not think of, persisting on my forwarding his plan. His objection leaves me under the necessity of making every effort to make the round, and I have decided on only sending one party, and that a small one, to be at Point Phillips by the 10th of May.

29. On reading over Mr. McCormick's journal, I see that he complains very much of the boat, and her capabilities for the service; she is old, certainly, but was in good repair, and from my own experience of boat service, I would have preferred her to any other we have got; in fact, she was the one I had fixed on for myself, but as he decided on taking her, I was obliged to take a cutter.

30. I intended first leaving on the 10th instant, but strong winds and a low temperature have prevented it effectually, and getting Mr. McCormick's journal so late, has entailed more work on me, that I may fully explain to you the impossibilities he has proposed. Of course the survey of the bay I was obliged to give up, as well as other matters when the ship got on shore; for it required all our united strength to do what was requisite for her safety; however, now I think I have managed to get in sufficient of the outline, &c., as will fully assist in explaining to you, not only what has been done, but what remains yet to be done, with the impossibility of the feasibility of the surgeon's plan.

31. Now for getting the "Mary" off; I have marked her true position on the chart, of which I send you the trace, also the line of smooth floe. Between her and the smooth floe lie heavy masses of grounded ice, ranging from ten to forty feet in thickness, thrown up in hummocks, in inextricable confusion. To launch a boat of twelve tons over this would be destruction; to attempt to cut or clear it away is an impossibility with our means, in a reasonable time; and to wait for open water, judging by the difference of what it is now, and when we arrived here, and which was not cleared out abreast of where the "Mary" is lying until the latter end of August, I doubt whether it will go out this year. The ice-men I had there two or three days ago; their opinion coincided together in every point except the open water; two said the middle or latter end of July, the third the latter end of August or September.

32. Mr. McCormick wishes to go directly I return, and is certain I shall reach your winter quarters. I am not so sure, although I shall make every endeavour to do so; but as I victual only to the 20th of April, it will depend partly on that, besides other circumstances may occur on our journey. My arrangements are to be back to the ship by that time, and although we shall not be able to work with the saws, yet there is so much to be done, that it will not be a bit too soon to commence. I do not think saws will be of service until the temperature stands at 20° or 30°, which will not probably be before May; this is also the opinion of the ice-quartermasters, when all our strength will be required to keep them going, for the ice about us is not of common thickness. It is not that alone, but there is the parbuckling and heaving off, which before we can do I fully expect to have to clear the ship out altogether. Mr. McCormick, when he delivered his journal, told me that he did not expect to be able to go until after the ship was off: that time it is impossible to calculate on. As far as I can judge, it will not be before the end of July, when it would be late to go away on a three months' voyage, as he proposes.

33. Our training for travelling has been getting gravel off for the dock, which we have been employed at since the end of February; its direction I have marked off in the chart as far as I can see at present. In the early part of March we had some heavy breezes and a low temperature, thermometer down to 46°, and not higher than 40°, for several days, but towards the middle of the month it got up, and on the 17th was as high as 18°, but soon fell again.

34. I enclose herewith the return of provisions, sick report, and documents, as per schedule; and in conclusion it is but justice to say, that during our trying and arduous work, I received every assistance from the executive officers, and in whose favour I cannot speak too highly;—working with the men, and showing a good example under our almost insurmountable difficulties and trials. It is also gratifying to me to be able to record the services of a civilian, Mr. Elliott, the clerk in charge, who did his part of the manual labour, which

fell heavily on all, and does him great credit. The unusual good health that we have all enjoyed up to this time, will show the attention of the medical officers to their department; and for the crew I am but too happy to add that their conduct has equalled my most sanguine expectations;—even when no hope remained of getting off, they never lost heart, but held on cheerfully through all.

I have, &c.

W. J. S. PULLEN, Commander.

No. 2.

Proceedings of Mr. W. B. SHELLABEAR, Second Master, and Travelling Party up the Wellington Channel, 22nd April to 21st May, 1853.

Mr. SHELLABEAR to Commander PULLEN.

Sir,

In forwarding to you the enclosed copy of my journal, I have to regret that the state of the ice should have prevented me carrying out your wishes more fully. I trust, however, that the steps I have taken may meet your approval.

My orders, "To be guided by the intelligence acquired at Point Phillips," placed me in a difficult position, as I found at once that the ice had been found by you a month previously unsafe for travelling, and getting worse daily, and that it was your intention "to despatch a party to Cape Becher on your return to the ship." Knowing my party to be the one referred to, I endeavoured to reach that Cape by going to the eastward of the Islands, but finding the ice in the state mentioned in my journal, and not being provided with a boat of any sort to secure my retreat, I was compelled reluctantly to return to Cape Phillips, in order to make certain of being at one of the places of rendezvous at the date mentioned in my orders.

It gives me great pleasure to be able to represent the continued good conduct of the five men composing the party, to your notice. It was chiefly owing to their care and attention that I was enabled to take the sledge in safety over what has been, I believe, a continuation of the worst ice it has ever been the lot of Arctic travellers to encounter.

I have, &c.

W. B. SHELLABEAR,

Second Master, late in charge of a Travelling Party.

The Men referred to:—

THOMAS GRINSTED, Sailmaker's Mate.

CORPORAL HENSON, Royal Marine Artillery.

DAVID HOOK, A.B.

JOHN DUNCAN, A.B.

JOHN FROST, A.B.

No. 3.

ACKNOWLEDGING RECEIPT OF JOURNAL.

Commander PULLEN to Mr. W. B. SHELLABEAR.

Sir,

"North Star,"

Beechey Island, 27th May, 1853.

I HAVE to acknowledge the receipt of your journal of proceedings on the travelling expedition to Point Phillips, and attempt to cross to Cape Becher.

I feel satisfied that all has been performed that was possible under the existing circumstances, and that your decisions were prudent.

The report of the behaviour of your men is most pleasing, with which they have been made acquainted.

I am, &c.

W. J. S. PULLEN, Commander.

No. 4.

JOURNAL of the PROCEEDINGS of a Travelling Party up the Wellington Channel, for the purpose of communicating with a party from Sir Edward Belcher, under the command of Mr. William B. Shellabear, second master. From H.M.S. "North Star," lying in Erebus and Terror Bay, Beechey Island.

FIRST JOURNEY.

Friday, April 22d.—1 P.M. a working party went on in advance with the sledge, as far as the hummocks in Union Bay. At 3.30 myself and a party of five men left the ship, taking four dogs with us. At 4.15 we overtook the sledge, harnessed the dogs to, and went on over some very hummocky ice. As the floe looked better to seaward, I struck out in that direction, and at 5 came to a succession of leads, in which, however, we made but little northing, occasionally crossing ridges of heavy hummocks, through which we were obliged to cut a road. From 9 to 11 working through hummocks; soon afterwards it became dusk, and so hazy that I could see nothing distinctly at any distance, I therefore left the sledge and went ahead to look for a lead. I saw several, but none looking very promising; and being uncertain which was the best, I encamped at 11.45, thinking we should get through better in the morning, when the haze cleared off. We were now about 8 miles W.N.W. of the low point of Beechey Island. We found much difficulty in getting the sledge along amongst the hummocks, but on a smooth floe she went very easily. Fixed the small flag on a hummock, and at midnight fired a rocket.

Wind N. W. 2 e.
Ther. 4.

Wind N.W. 1 e. m.
Ther. 11.

SECOND JOURNEY.

Saturday, April 23d.—Noon, prepared breakfast; 2, packed sledge, and went to the north to look for a lead, sending two hands inshore for the same purpose. Found one which took us more to the westward, through which we were working till 4 P.M., when I perceived a large floe N.E. of us, about half a mile distant. Cleared a road to it and got the sledge there by 5.30, when we made directly for Cape Bowden. About 7 crossed the tracks of Commander's sledges on their outward journey; they had apparently been going across the channel. Soon afterwards came to Harvey's tracks, which we followed as far as the hummocks; not being able to get through them, went round to the west, taking every lead towards the Cape; 8, stopped to lunch; 8.20, went on until eleven, when we came to some very heavy hummocks, quite impassable for the sledge. On looking round I found we must go more to the westward, but being then not more than 3 or 4 miles from the land, and thinking that the Commander might pass down inshore during the night, I encamped, fixing our flag on a conspicuous hummock. At midnight fired a rocket.

Wind N.W. 2 e.
Ther. 14.

THIRD JOURNEY.

Sunday, April 24th.—2, packed sledge and proceeded to the N.W. After an hour's working through hummocks, we came to a floe, which took us 6 or 7 miles in the direction of Cape Bowden. At 6 cleared a ridge of hummocks and followed the track of Commander's sledges for some time to the northward, when, coming to a lead, again made inshore. Here I saw the track of Hervey's sledge, and followed it as far as we could with any degree of safety. At midnight, seeing that we could get no farther with the sledge, and not being more than five miles from the Cape, I encamped, intending to walk on shore with the depôt in the morning. Placed the flag on a hummock, and fired a rocket.

Wind N.W. 3 e. a.
Ther. 13.

FOURTH JOURNEY.

Monday, April 25th.—At 3.30 took with me three men to carry the depôt cases, and started for Cape Bowden. Found the ice towards the Cape not nearly so bad as I had expected it to be, as it consisted principally of floes. On arriving at the Cape, found that Commander Pullen had been there on the 23d, and had left for the ship. Buried the depôt, left a record of our visit, and returned. 8.30, arrived at the tent, had coffee, and proceeded for Cape De Haven, over pretty good floe, with occasional ridges of hummocks.

Tuesday, April 26th.—At 2 A.M. came to a ridge of hummocks, beyond which there was an old floe extending to the northward and westward as far as we could see, with hummocks in it 20 or 30 feet high, but looking smoother to the westward. Encamped.

Wind N.N.W. 1 e.
Ther. 9.

FIFTH JOURNEY.

1 P.M.—Prepared breakfast; 3.30, packed sledge and started to the northward, keeping to the eastward of the old floe. Good travelling for the first four miles, after this we had to work through hummocks. In the direction of Cape De Haven no floe was to be seen. Continued working through hummocks until midnight, when the men being much jaded with the heavy day's dragging, I encamped. Found on unpacking the sledge that the small axe had been pitched off, and lost among the hummocks.

Wind N.N.W. 9 b. e.
Ther. 12.

SIXTH JOURNEY.

Wedn. 27th.—At 1 P.M. prepared breakfast, and at 4 packed sledge and went ahead with pickaxe and shovel to clear a road inshore for about half a mile. Got sledge through and proceeded to the northward, over old floes and hummocky ice. At 9, stopped to lunch, afterwards cleared a ridge of hummocks, and came to a good floe, over which we went direct for the Cape. At midnight caught a lemming about three or four miles from the shore; a little afterwards encamped, with the Cape De Haven distant seven or eight miles, the floe towards it hummocky.

Wind N.N.W. 9 b. e.
Ther. 5.

SEVENTH JOURNEY.

Thursday 28th.—1.30 P.M. prepared breakfast; just before preparing to start, the dogs made off at full speed to the south, and were soon out of sight. Packed the sledge and went on, thinking they would soon return when they saw us moving. As they did not do so, I stopped the sledge when she had gone about a mile, and returned with a hand to our encampment. From a large hummock I had a good view all around, but no dogs were to be seen. After waiting there a short time, we returned to the sledge; the men there had seen the dogs ahead, running about as if looking for us. To see if they would come if we remained quiet, pitched the tent and remained inside till lunch time. As they did not re-appear, went on towards Cape De Haven, at nine, over some rough ice. The dogs were much missed. The men said they were as good as two men. Friday 29th, 1.30, encamped.

Wind N.N.W. 9 b. e.
Ther. 4.

EIGHTH JOURNEY.

1 P.M.—Prepared breakfast. 4, packed sledge and went on. 7 P.M. came to sledge tracks, which we followed in to the point, and arrived at the depôt at Cape De Haven at 9 P.M. Had lunch and dug out the depôt. Found a notice left by Commander Pullen on the 19th of April, on his return from Cape Becher, stating that despatches had been left for Sir E. Belcher at Points Phillips and Becher; and the following account of the ice to the northward: "Found the travelling throughout very heavy and dangerous on the west side of the islands, from so much open water and rotten ice; in many places not more than an inch thick, and covered with a thin coat of snow, through which himself and Mr. Alston broke through." Unloaded the sledge, got her on shore, and encamped. Brought depôt down to the tent.

NINTH JOURNEY.

Saturday 30th.—2 P.M. had breakfast. Took from depôt 25lbs. of biscuit to complete our allowance, and 25lbs. of plain pemican for the dogs, in case they should return; buried the remainder, together with a five days' depôt for our own return journey, leaving a paper reporting proceedings. Got the sledge out on the floe and re-loaded. At 3, just as we were starting, on looking up, I saw the two dogs smelling round our encampment. They were immediately secured and harnessed to the sledge. As the bitch was not to be seen, we concluded she had been killed by a bear, as there were numerous bears' tracks along the coast. Went onwards across the bay, and when about half way to the Cape saw a smooth floe inshore, and made for it. 8, perceived a cairn with a staff in the centre, on the extreme point. 9, landed, and found papers left there by Commander Pullen, Messrs. Penny and Goodsir. Lunched, placed a paper in the cairn, and proceeded for a low point, going close to the shore, in the track of Commander's sledges. Midnight, encamped four or five miles from the low point.

Wind N.W. 1 c.
Ther. 0.

TENTH JOURNEY.

Sunday May 1st.—2 P.M. had breakfast. 3, packed sledge and went on. Weather very warm. 4.30, arrived off the low point. Landed, and placed a

paper in a small heap of s'ingle. From this point first saw Baillie Hamilton Island. 8.30, lunched. 10, observing a mark south of the Cape, S.E. of Cape Phillips, landed and found a whale-boat left by Captain Penny. Near her we found marks of a recent encampment, evidently Commander Pullen's, and the skull of a young walrus, which, as there was a quantity of flesh about it, made an excellent supper for the dogs. On leaving this bay, it became foggy with snow, and there was a peculiar glare, so that we could not see where we were treading. Persevered for an hour, however, when the weather getting no better, and the floe worse, I encamped at 11.30; the men very tired. We were about three miles from Cape Phillips.

Calm O. S.

ELEVENTH JOURNEY.

Monday 2nd.—1.30. prepared breakfast. 4, proceeded for Cape Phillips. 6, arrived at the Cape and dug up despatches. Found there a note left by Commander Pullen, for the officer commanding "Assistance's" party. To this my attention is directed in my orders. The following is an extract:—"As we have not been able to get her (the ship) off yet, it is very probable that no party from her will be here on the 10th of May. You therefore deposit your despatches, and they shall be sent for as soon as possible. One party will leave when I return for Cape Becher. They will also have the letters brought over by 'Albert,' from Port Leopold, as well as a few more papers from England. Travelling has been heavy, and on the west side dangerous, from many holes of water, and much rotten ice seen; of course getting worse daily." From this I concluded that the only course for me to pursue was to push on to Cape Becher, in order to be there on the 11th; and to go to the eastward of the islands. I then took a hand with me, and went to the top of the hill, to look at the state of the ice. The weather was so misty that we could not see distinctly more than four or five miles; to that distance the floe looked level. When we returned, I collected all the clothes that we should not require, now the weather was warmer, placed them in two bags, and buried them with the despatches; and left a paper, stating that I had gone to Cape Becher, to the eastward of the islands, and that I would call here on my return for any despatches from Sir E. Belcher. We then lunched, and at 9.30 left the Cape, making direct for the Eastern Cape of Baillie Hamilton Island. The floe was very good for the first four miles; beyond that we came to several ridges of hummocks, which increased in size and number as we neared the island. At 2.30 encamped seven or eight miles from the eastern extreme of land.

Calm O. S. m.

Calm O. S. m. Thor.
+ 4.

TWELFTH JOURNEY.

Tuesday 3rd.—2 P.M. prepared breakfast, and mended mocassins. 6, packed and proceeded onwards for the Cape. 8.30 came to some very heavy ridges of hummocks. Went along their edge to the eastward, till we came to a snow drift, of which we took advantage, and crossed them with some difficulty. After passing these heavy hummocks, I was much struck with the difference in the appearance of the ice, from any we had yet seen. Between the hummocks, which were heavy and numerous, the ice had the appearance of recently frozen sludge, and scarcely any snow on it. We continued working through the hummocks until 9.30, when I perceived a black crack ahead, and on coming up to it, found it was a recent one. It ran in an E.S.E. and easterly direction from the S.E. part of the island, and was fourteen inches wide. Stopped the sledge to examine it. In the spaces where it was sheltered from the sun, the young ice had formed two inches thick, but in the open places I could place a shovel through it. I then took Grinstead with me, and walked along the crack for nearly a mile, when it continued the same breadth, and the ice near it sludgy. To make certain that it was not occasioned by the hummocks grounding, I sounded with a bag of bullets, and found no bottom at twenty-five fathoms. Taking the state of the ice here, in connexion with Commander Pullen's accounts of that on the other side the islands, I had no doubt that the whole of the ice to the northward was adrift, and that the first stiff southerly breeze would drive it off. Being unprovided with a boat of any sort, so that if the ice moved off six feet it would cut off my retreat to Cape Phillips, and probably from the eastern shores too, I came to the conclusion that the only prudent course to adopt was to return to Cape Phillips, from whence (if the ice broke up) I could take boat across, and if not, I should be still at one of the places

named in my orders for meeting the "Assistance's" party on the 11th. I also thought that if Sir E. Belcher wintered on the S.W. shore, he would send a party to Cape Phillips, rather than cross the channel, though the distance might be greater. There were numerous recent bears' tracks on each side of the crack. We were now about on the parallel of the south extreme of the island, and three or four miles to the eastward of it; but there being no sun, I could not take bearings. At 10.30 I again returned towards Cape Phillips, keeping on our outward track.

Wind W.N.W. 2 o. m.
Ther. + 8.

Wednesday 4th.—2 A.M. encamped about a mile to the southward of our encampment of the previous day.

THIRTEENTH JOURNEY.

1 P.M.—Prepared breakfast. 3.30, packed sledge, and proceeded for Cape Phillips on our former track. After clearing the hummocks, made sail for the first time, and it helped us along nicely. 8.30, lunched. 10, arrived at Cape Phillips, and encamped about a hundred yards S.E. of the cairn. Cast the dogs adrift.

Wind W.N.W. 3 m.
Ther. 2.

AT CAPE PHILLIPS.

Wind N.W. 5 m. q.

Thursday 5th.—Noon, prepared breakfast. Remained in the tent the greater part of the day mending clothes and mocassins. A great deal of snowdrift.

Northerly, 1 b. c.

Friday 6th.—At 6 A.M. we were roused by hearing the dogs in full cry, and going outside saw 'hem all after a bear. We were too late for a shot, for, by the time the guns were loaded, he was half a mile off. We followed him, however, keeping behind the hummocks as well as we could, for two or three miles, but seeing there was no chance of getting nearer, and being scantily clothed, returned, and were at the tent again by nine o'clock, where we found breakfast ready. The dogs returned soon after. After lunch I went round to the N.W. to look for the party. Seeing nothing, I went inshore over the low land, where there were several tracks of ptarmigan. Returned at 9 P.M.

Wind N.W. 1 b. c.
Ther. 2.

Saturday 7th.—Noon, had breakfast. 6 P.M., walked round to the low land to the southward, where I again saw tracks of ptarmigan and one of a hare. Returned to the tent at 9. The dogs followed us when we left for a short distance, and then went off to the southward by themselves, and were away nearly twelve hours. When they returned, I tied the bitch up and kept her fast until we left.

Calm 0 b. m. Ther.
+ 12.

Sunday 8th.—Noon, cleared tent and swept out. Had breakfast. 2, read prayers. As I was walking about outside I saw something black on the ice. On going out to it found it to be an old seal or female walrus and her young one, and there were two more a little to the northward. This hole appeared to have been opened by a bear. After lunch, I walked round to the N.W. to look for the party.

Wind Westery, 4 q. m.
s. Ther. + 10 and 11.
N.W. 3 b. c. Ther. + 5.

Monday 9.—Noon, breakfasted. Did not go far away from the tent to-day owing to the weather. Towards midnight it cleared up, but there was still some drift.

W.N.W. 5 b. c.

Tuesday 10th.—After breakfast walked inshore to the southward to look for game. In the evening went round to the N.W. for three or four miles to look for the party. It was misty to the N.W., though clear in every other direction, and we could see nothing. Returning along the land I shot a brace of ptarmigan. Arrived at the tent 11 P.M.

N.W. 2 b. c. m. Ther.
+ 6.

Wednesday 11th.—Noon, had breakfast. In the evening went round to the N.W. to look for the party. Could see but a short distance owing to the mist and drift.

W. st. 4 c. m. s.
Ther. + 4.

Thursday 12th.—After breakfast walked inshore to the southward. About two miles from the beach we saw four reindeer lying on the face of a hill. One of them was a last year's fawn. We endeavoured to double on them, but owing to their position could not keep out of their sight, and they made off when I was four or five hundred yards from them. I fired three or four shots with the Minié rifle with the five hundred yard sight without effect. We followed them for a mile or two, but, getting no nearer, returned to the tent. After lunch, walked inshore to the top of the hill N.W. of Cape Phillips. Had again a bad view, but as far as we could see (ten or twelve miles) there was no appearance of any party, and the ice looked firm to the westward.

Southerly, 1 b. c.

Westery, 1 b. c.
Ther. W. 12.

Friday 13th.—This morning, our eyes being a little inflamed, remained in the tent. After lunch sent two hands round to the N.W. to look for the party.

N.W. 4 b. c. q.
Ther. + 10.

Saturday 14th.—After breakfast, went to look for the deer, but saw nothing of them, although it appeared from tracks that they had visited the place since we were here before. Afterwards walked round to the N.W. to look for the party.

Sunday 15th.—Noon, breakfasted. After lunch, went with two hands to the N.W. beyond the two bluff capes. At a distance of about six miles from the tent we came to a sloping point, from the high land behind which we had a good view of the channel. I could see the land to the N.E. and Baring and Stewart Islands to the westward. The last appeared much more to the eastward than it is laid down in the chart. There was a bluff cape about a mile to the westward; beyond, the coast trended apparently to the S.W., forming a deep bay. Nothing was seen of any party. The ice looked firm as far as we could see.

Monday 16th.—Returned to the tent at 1.30, having shot a ptarmigan on the low land. Had supper, and made known that I should leave for the ship in the evening.

FIRST JOURNEY, RETURNING.

4 P.M.—Breakfasted. Placed the papers, &c. I had with me in the emp'ty depôt case, and buried them with the despatches, leaving a paper stating that I had been waiting here from the 4th to the 16th for the purpose of communicating with Sir E. Belcher's party. Packed the sledge, and at 5.30, after a good look round to the northward, left the cape, going along inshore. At 7.45 landed in Abandon Bay, and began to clear out the boat to examine her condition. We had nearly cleared her when we found a cylinder of papers, one left by Commander Pullen, and the remainder by Captain Penny. The former stated that the boat had been already examined by him; I therefore placed the things in her again and buried her up. At 9.30, went on for Cape De Haven. 11.30, lunched.

Tuesday 17th.—2.30 A.M., encamped near our former encampment of the 1st and 2d.

SECOND JOURNEY, RETURNING.

4 P.M.—Packed sledge, and proceeded along the coast for Captain Penny's cairn. Round Cape Manning the travelling was very heavy, owing to the softness of the snow between the hummocks. At a quarter to seven, on looking at the chronometer, I found it had stopped, but from what cause I could not imagine, as it had not run down and the case was not cold. It went on again directly I gave it a turn. As it was going before we entered the hummocks, it could not have stopped more than half an hour. 9.30, lunched. Went on for Cape De Haven. 11.30, arrived at the cape, and encamped on the floe. Went on shore and dug out depôt.

THIRD JOURNEY, RETURNING.

Wednesday 18th.—4 P.M., breakfasted. Took an account of the provisions remaining, intending to leave as much as possible at this depôt, in the event of another party being despatched in this direction. I refilled the bread case, and left in addition one depôt case containing:—Biscuit, 25lbs.; bacon, 6½lbs.; chocolate paste, two 1lb. tins; sugar for ditto, five paper parcels of 1½ oz. each; potatoes, one bag containing 4lbs. 2oz.; tea and sugar, mixed, five parcels, containing each, tea 1½oz., sugar 2½oz.; in a bag, pemmican 14lbs.; salt, one case of 2lbs.; and a tin containing 12lbs. of fat for fuel. Buried the depôt, and left a paper. At 5.30, went on to the S.S.E. For about three miles the travelling was very heavy; the snow between the hummocks being so soft we sunk to the knee at nearly every step. About 7.30, however, we came to a fine lead, which we continued in all day. Occasionally we came to a narrow ridge of hummocks, but had not much difficulty in getting through. No land was seen during the latter part of the journey, but by walking head to wind, and being guided by the hummocks, we made a pretty straight course.

Thursday 19th.—2 A.M. Encamped.

FOURTH JOURNEY, RETURNING.

4 P.M.—Prepared breakfast 5.30. Went on direct for Cape Spencer. Floe generally good, but obstructed occasionally by ridges of hummocks. 11 P.M., lunched. Midnight—came to an old hummocky floe off Cape Bowden, and went on over it.

Friday 20th.—2 A.M., encamped on the old floe.

N.W. 4 h. e.

⊙ Encampment, R. T. Basilie Hamilton Island, n. 2° 20' E.
S. T. do, n. 26° 2' W.
C. Osborn, s. 78° E.

W.N.W. 4 c

Wind variable & light e.

N. Westerly, 1.

5.45 p.m.
½ mile N.W. C. Manning; C. Phillips, n. 35° 5'. Low Point, n. 47° 26' W.; C. Bowden, s. 69° 29' E.
Osborn, n. 63° 41' E.

Wind Southerly, 2 m.s.

Wind South, 2 f. sleet.

Southerly, 4 e.

6 p.m.

⊙ Encampment, C. Osborn n. 26° E.; Table Cape, n. 82° 55' E.; C. Bowden, s. 362° 19' E.

Calm, o. b. e.
2.20. a.m.

FIFTH JOURNEY, RETURNING.

① Encampment, C.
Osborn, s. 90° E.;
Table Cape, n. 10° 11'
E.; Small ditto, n. 50°
59' E.; C. Bowden,
n. 66° 40' E.; C.
Spencer, s. 89° 34' E.;
H. F. Seebey Island, s.
36° 47' E.; C. Hotham,
s. 88° 45' W.
Calm.

4 P.M.—Packed sledge and proceeded for Cape Spencer. For the first two miles, travelling over the old floe between the hummocks. On leaving this floe we came to some heavy ridges; after crossing them came to a large floe, which appeared to extend as far south as Point Innis, and as far to the westward as I could see.

Saturday 21st.—0.30., encamped about three miles N.N.W. from Point Innis.

SIXTH JOURNEY, RETURNING.

3.3 p.m.

② Encampment, C.
Hotham, s. 75° 26' W.;
Staff on Beechey Is-
land, s. 30° 27' E.;
Low Point, n. 38° 43'
E.; C. Bowden, n. 13°
34' E.; Ea. right, n.
13° 23' E.; Ea. left, n.
38° 40' W.

Noon.—Prepared breakfast. 2, packed sledge, and proceeded for Point Innis. 3.30, landed there after some difficulty, and went along the shore towards Cape Spencer. About 5, cleared all the hummocks, and lunched. 6.30, rounded the spit, and arrived alongside at 7, when I found "Fury" had arrived the day after we had lost her.

REMARKS.

The travelling throughout was heavy, but much of the difficulty I experienced on my outward journey might have been avoided by taking the same route I did returning—that is, a straight course to Cape De Haven. I was principally kept from doing so by a desire to avoid the hummocky old floe off Cape Bowden, which looked very formidable, but I found returning that the travelling over it was very good.

The dogs were of little use amongst hummocks, but on a floe two were about equal to one man. We had not much provisions for them, so were obliged to give them some of our pemmican. They had about three-quarters of a pound each daily, when we could afford it.

The scale of victualling was very liberal, and gave great satisfaction. Owing to the dogs we were short of pemmican when we returned to Cape De Haven. To make up for it I took instead seven tins of soup, two of which were returned.

The following is a list of Provisions now encaché at Cape De Haven:—

Pemmican	-	-	-	1 case, and 14lbs. of currants.
Biscuit	-	-	-	1 case of 56lbs.
Soup	-	-	-	{ 6 tins of Fortnum and Mason's.
				{ 2 1lb. tins of gravy.
Salt	-	-	-	3lbs., 1 full case, and 1 ullage.

In a potato case soldered up:—

Biscuit	-	-	-	25lbs.
Bacon	-	-	-	6lbs. 4 oz.
Chocolate	-	-	-	2lbs. in two 1lb. tins.
Sugar for ditto	-	-	-	6½ oz. in five parcels.
Potatoes	-	-	-	4lbs. 2 oz. in a bag.
Tea	-	-	-	6½ oz. }
Sugar	-	-	-	12½ oz. } mixed, in five parcels.

In a tin soldered up:—

Fat for fuel	-	-	-	12 lbs.
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(Signed) W. B. SHELLABEAR, Second Master.

No. 5.

Proceedings of "North Star" up to 24th August, 1853, and particulars of the melancholy Loss of Lieutenant Bellôt, of the French Imperial Navy, and evidence of the men.

REPORT OF PROCEEDINGS.

Commander PULLEN to Captain Sir E. BELCHER, C.B.

H.M.S. "North Star," Beechey Island,

August 24, 1853.

Sir,

1. Commander Inglefield having yesterday informed me that it is his intention to leave as soon as the despatches can possibly be got ready, I hasten to close my proceedings in a condensed form up to this day, forwarding to their Lordships a copy of the same, together with all despatches received, and every document likely to advance the service in which we are engaged.

2. I forwarded on the 12th instant, by Lieutenant Bellôt, the French officer of the "Phœnix," who had volunteered to conduct a party with despatches on to your ship, full accounts of my proceedings since leaving you; but unhappily, and which it is my melancholy duty to inform you, in the execution of which, by a sudden and unforeseen disruption of the ice in Wellington Channel, he has lost his life. The four men who accompanied him returned to the ship, two on the 20th and the remaining two on the 21st, worn out with fatigue and exhaustion. Their depositions were immediately taken, a copy of which I enclose, only remarking that up to this time and during their trying work they have done their duty well, and speak of Lieutenant Bellôt, although of a different nation, as an officer that they would gladly follow as their leader. All here felt his loss most acutely; he was well known to us when in the "Prince Albert," and I consider it a most fortunate thing his volunteering to lead the party; for the only officer I had was away with Captain Inglefield, myself and Mr. Shellabear only having returned the previous night. I gave him no orders, merely a letter of remarks for his guidance (see Enclosure), considering his experience sufficient under any circumstances. I therefore feel his loss most painfully, for he was a good and worthy young man, a credit to his profession, and although a foreigner, has shown such zeal and energy in the cause we are engaged in, that I should feel myself honoured in being associated with him in any way.

3. On the 21st inst., at ten minutes after midnight, the ice in the bay began to drive out at a rapid rate, taking us with it; the inshore piece, however, happily received a check by which we held on, and have since maintained our position off Northumberland House. The "Phœnix" and transport were also observed setting out of the bay and off from Cape Riley, where they had been discharging provisions; the wind at the time was light from the eastward. At 2.15 A.M. of that morning both vessels got so far to the westward, and outside Beechey Island, that we lost sight of them from our deck. At 3.30 the steamer alone was seen again coming to the eastward under steam, but was soon checked by a large floe-piece. I therefore concluded she had left the transport in a safe position, perhaps in Union Bay, which was clear. At noon she signalized "Transport is lost," and we could see from our masthead that the steamer herself was completely surrounded with heavy ice, and their saws at work as if endeavouring to cut a dock. In the evening the ice eased off, when she reached Cape Riley, took up a position, and commenced discharging. The next morning the ice still opening, enabled her to reach the fast ice in this bay (wind northerly at the time).

4. I have discharged all my crew who wished to leave, also those unfit for Arctic service, together with Mr. McCormick, surgeon, and Alston, mate, who were desirous of returning to England.

5. An officer and two men were sent, on the return of the first two men, to relieve the others and also examine the state of the ice in Wellington Channel, &c., to see if it was practicable by boat or otherwise to communicate with you—look-outs also from the top of the island have been kept; and such is their reports that not only myself but Captain Inglefield consider it imprudent to detach any more parties to endeavour to communicate.

6. I have acquainted Commander Inglefield with all your orders, wishes, and intentions, taking from him every available article of provision, &c. for travelling he could spare, and necessary for the expedition under your command.

7. From the long continuance of E. and S.E. winds packing the ice so much to the westward and on these shores, that I fear the "Intrepid" will be very late, if able to reach at all. I cannot venture an opinion on the season at present, merely noting that it is a late one, and very different from last year. I confidently expect, and am prepared for, being driven out of this the first strong N.W. wind; however, I hope to be able to return again, even if so, prior to your arrival; and considering all these circumstances,—a ship being here from England, the lateness of the season, &c., your opinion respecting this as a winter quarters coinciding with my own from actual experience,—I shall, if you are not here by the 1st of September, if possible remove to Gascoine Inlet.

8. I herewith enclose the copy of a notice set adrift on the 1st of August, and in conclusion regret to say, that having only so lately returned from travelling, and time being so short, I am unable at present to forward a separate report as requested by you relating to the stranding and recovery of the ship.

9. Three of the men of the late Lieutenant Bellôt's party have also exchanged into the "Phoenix," so that we have now almost a new ship's company. I cannot wonder at so many leaving; for the severe and heavy work that has fallen to them, from the position in which the ship was unfortunately placed, and the actual necessity of being obliged to keep them so continuously at it, induces me to think that, if I may so say it, they are cowed, and dread the thoughts of another winter. Had it not been for the good example shown by the executive officers, I hardly think we should have kept them up to the mark. I cannot refrain from bringing to your favourable notice Mr. Elliott, the clerk in charge, whose duties, from every document connected with the expedition, passing through this ship, and having to be copied, have not only been heavy, but so continuous, that he has been most unremittently employed.

I have, &c.

W. J. S. PULLEN, Commander.

Document (copy) set adrift this day enclosed report from Wellington Channel, just received (noon) from the summit of Beechey Island, is favourable to the speedy arrival of Sir E. Belcher and his ships.

W. J. S. P.

Set afloat from H.M.S. "North Star" lying in Erebus and Terror Bay, Beechey Island, on the 1st of August 1853:—The ice only opened out sufficiently this day. The "North Star" was driven on shore by ice and a heavy S.E. gale last September, and only got off again on the 30th June, by cutting, blasting, and clearing a space in the ice to heave her into. No intelligence yet of Sir E. Belcher in the Wellington Channel. The "Resolute" and her tender the "Intrepid" are at Dealy Isle, Melville Island; a party arrived here from the former on the 30th May last, with the intelligence of the "Investigator" being in Mercy Bay, Baring Island, 167 miles from the "Resolute's" present winter quarters. Baring Island is newly discovered land, a continuation of Banks's Land. The "Investigator" has been there since September 1851; if not able to get through into Barrow Straits this season she is to be abandoned, and all hands come on to "Resolute." A party is now away from the ship on another visit to Cape Beecher for intelligence. Any person picking this up, it is requested it may be forwarded to the Secretary of the Admiralty, London, with the date when, and where found.—"All well."

(Signed) W. J. S. PULLEN, Commander.

Another cask was set adrift with this; and last September, one with two bottles, each containing a notice.

Commander PULLEN to Lieutenant BELLÔT.

Her Majesty's Ship "North Star,"
12th August 1853.

Dear Sir,

You having so gallantly volunteered to lead the party I propose sending on to Captain Sir E. Belcher, I gladly avail myself of the offer; and as time is short and of consequence, I do not enter fully into detail, merely giving you a few remarks and a light equipment. You are already acquainted with my views as to the probable spot in which you will find the "Assistance;" and Point Hogarth being a principal point of rendezvous, make for it as speedily as possible, keeping as much as you can the eastern shores on board, as I know it is Sir Edward's intention to travel this way if he cannot get on with the ship; it is therefore uncertain when he will leave.

There is nothing within a reasonable distance of the shore to prevent a light sledge getting on; keep a sharp look-out, and I hardly think he can pass you. You have one of Halkett's large boats, I have therefore no fear for your success, for the ice is still heavy in Wellington Channel, and I hardly think it will break out this month; at all events, should you see any signs to suppose such likely to happen, make for the shore, and use your own discretion as to advance or retreat. The boat will track well inshore. Captain Inglefield, as it is possible, may cross you, but it can be only well to the northward; however, should such be the case, I advise your going on together, more especially should he have his large boat.

Provisions are encaché at Point Bowden and Point Rescue, but I trust you will reach the "Assistance" before you are out, and she will be approaching you.

Pray show this to both Sir Edward and Captain Inglefield. Wishing you God speed and every success,

To Lieutenant Bellôt.

I remain, &c.

W. J. S. PULLEN.

EXTRACT from Sir E. Belcher's orders.

It is probable that the "Assistance" will be at or near Cape Becher during the month of August, therefore any despatches which may arrive are to be forwarded to meet the ship by the east side of the Wellington Channel, calling at Point Hogarth, which will be a principal rendezvous; at all events, as the distance on the present position where the ship may be icebound, is not more than four days, easy march, the officer should be instructed and provisioned to move on, and communicate with me. Indeed this duty must be imperative, as the final determination of my movements must depend on the co-operation of the external division, should it be found necessary to abandon the vessel next season.

I left the ships well to the eastward of Dundas Isle, and the ice breaking away fast, therefore I think you will meet them well advanced towards us.

W. J. S. PULLEN.

STATEMENT OF WILLIAM HARVEY, Boatswain's Mate H.M.S. "North Star."

LEFT the ship on Friday night, 12th August 1853, and encamped about three miles from Cape Innis.

Second Journey.—Encamped about three miles this side of Cape Bowden on broken ice.

Third Journey.—After leaving Cape Bowden on Sunday night, we passed a creek about four feet wide running across the channel; we were then about three miles off shore. After crossing this creek kept on up channel.

On being asked as to the state of the ice, replied no doubts were entertained as to their safety, and Mr. Bellôt expressed a wish to get up to a cape which he said was Grinnell, cheering on the men, saying he wished to get inshore to encamp, assisting with his track belt himself. On arriving at the open water off Cape Grinnell (query), Mr. Bellôt tried twice to land in the India-rubber boat, but in consequence of a strong breeze from the S.E. could not succeed. William Harvey, boatswain's mate, and William Madden, A.B., then both got into the boat and reached the shore, taking a line with them for a hauling line each way. By this means three loads were landed from the sledge, and the men on the ice were hauling the boat off a fourth time when Madden, who was up to his middle in the water with the hauling line in his hand, hailed Mr. Bellôt to say the ice was on the move, driving up and off shore. Mr. Bellôt told him to let go the line, which he did; those remaining on the ice with Mr. Bellôt then ran the boat up to windward on the sledge, but the ice being so fast in motion that, before they could reach the wished-for point, it had drifted considerably off the shore. I now went on the high land to watch, and saw them drifting up the channel and off the land. I watched in this position for six hours, but lost sight of them after two hours. When I last saw them the men were standing by the sledge, and Mr. Bellôt on the top of a hummock. They appeared to be on good solid ice—wind at the time from S.E., blowing hard and snowing. After waiting for six hours, commenced our return (all open water in the channel at this time), walked round Griffin Bay with a little provisions, and reached Cape Bowden, where we remained to take some rest. We had not been there long when Madden called me and said two men were coming. I jumped up immediately and hailed them, asking where Mr. Bellôt was; they replied that he was gone. On coming up to us Hook said Mr. Bellôt was drowned. I asked him if he was sure he was. He said he was almost sure, because he saw his stick in the water, and could not see him; after this we made the best of our way on board, leaving them there.

WILLIAM MADDEN, A.B., corroborates the above.

Q. Did you think the ice was dangerous?

A. Yes, I certainly did, Sir.

Q. Why; for fear of breaking through or breaking off the land?

A. Both, Sir.

Q. Did you mention your fears to any one?

A. No, Sir.

T

[He also states that they must have been drifted back, and got on shore near the same place as the accident happened.]

STATEMENT OF WILLIAM JOHNSON, A.B., who was on the ice with Lieut. Bellôt.

We got the provisions on shore on Wednesday (17th); after we had done that, there remained on the ice David Hook, A.B., Lieutenant Bellôt, and myself, having with us the sled, macintosh awning, and little boat; commenced trying to draw the boat and sled to the southward, but found the ice driving so fast, left the sled and took the boat only, but the wind was so strong at the time that it blew the boat over and over. We then took the boat with us under shelter of a piece of ice, and Mr. Bellôt and ourselves commenced cutting an ice house with our knives for shelter. Mr. Bellôt sat for half an hour in conversation with us, talking of the danger of our position. I told him I was not afraid, and that the American expedition was driven up and down this channel by the ice. He replied, "I know they were; and when the Lord protects us, not a hair of our heads shall be touched." I then asked Mr. Bellôt what time it was. He said "About a quarter past 8 A.M." (Thursday 18th), and then lashed up his boots, and said he would go and see how the ice was driving. He had only been gone about four minutes when I went round the same hummock under which we were sheltered to look for him; could not see him; and on returning back again to our shelter, saw his stick on the opposite side of a crack, about five fathoms wide, and the ice all breaking up. I then called out "Mr. Bellôt!" but no answer (at this time blowing very heavy). After this I again searched round, but could see nothing of him. I believe that when he got from the shelter the wind blew him into the crack, and his south-wester being tied down, he could not rise. Finding there was no hope of again seeing Lieutenant Bellôt, I said to Hook, "I'm not afraid; I know the Lord will always sustain us." We commenced travelling to try to get to Cape De Haven or Point Phillips, and when we got within two miles of Cape De Haven, could not get on shore, and returned again for this side, endeavouring to get to the southward, as the ice was driving to the northward. We were that night and the following day in coming across, and came into the land on the eastern shore a long way to the northward of the place where we were driven off. We got into the land at what Lieutenant Bellôt told us was Point Hogarth (query).

Q. How did you get on shore?

A. In drifting up the straits towards the Polar Sea, saw an iceberg lying close to the shore, and found it on the ground; succeeded in getting on it and remained for six hours. I said to David Hook, "Don't be afraid; we must make a boat of a piece of ice;" accordingly we got on to a piece passing, and I had a paddle belonging to the India-rubber boat. [On being asked what became of the India-rubber boat, replied it was left where Lieutenant Bellôt was lost.] By this piece of drift-ice we managed to reach the shore, and then proceeded to where the accident happened: reached it on Friday; could not find our ship-mates or any provision. Went on for Cape Bowden, and reached it on Friday night: found Harve and Madden there. They told us they were going on to the ship with the mail bag. We rested that night in a miserable state, and in the morning got some bread and pemmican out of the caché, and after we had refreshed ourselves proceeded for the ship.

Q. What sort of travelling was it?

A. Very indifferent with respect to water on the floe. States that they were saying it would be better travelling in the middle of the channel, and Mr. Bellôt hearing this, said it was Captain Pullen's orders to keep close to the starboard shore (generally keeping within two miles).

Q. Had any of you any fears on your way up?

A. No, not any of us.

Q. Do you think Mr. Bellôt was afraid?

A. No, Sir; he was a good officer.

DAVID HOOK, A.B., corroborates the statement of Johnson.

Q. What sort of travelling had you on your way up

A. Very bad, so much deep water on the ice.

Q. Did you feel alarmed on your way up?

A. No, not in the least afraid; I was very glad I was going.

Q. Do you think you could have found a better route?

A. No, Sir.

Q. Do you think there is any hope of Lieutenant Bellôt's being alive?

A. No, Sir, I am sure he cannot be; for when we missed him, we could see the shore distant then about four miles.

William Johnson, A.B., further states, Lieutenant Bellôt made a remark to him a short time before he was lost, saying, nothing made him more happy than to think he was not on shore, for knowing his duty as an officer, he would see the last danger; adding, he would rather die here than be on shore to be saved.

Commander PULLEN's Remarks.

I think I may positively say that I can place every confidence in these statements, particularly Johnson's, who, I am happy to say, not only does his duty well, but is a moral and good man. The distances which I have placed queries against, I consider they are mistaken in, which cannot be wondered at, from their anxiety, fatigue, and working for their lives; for the distance between Point Hogarth and Cape Bowden is too great for any man to travel in so short a space of time. Their going across the channel to De Haven I do not doubt, for that place they knew well, having been there before; and close to it they knew there was my *caché* of provisions.

W. J. S. PULLEN, Commander

SECRETARY OF THE ADMIRALTY to Commander PULLEN.

Sir,

I HAVE received and laid before my Lords Commissioners of the Admiralty, the despatches which you forwarded by H.M.S. "Phoenix," detailing the proceedings of H.M.S. "North Star," under your command, up to the 24th August last.

My Lords have read with much interest the report of these proceedings, of which they entirely approve, as also of your exertions when the "North Star" took the ground on the ice setting into the bay and forcing that ship on to the shingle; and my Lords desire to convey to you the expression of their satisfaction at your conduct, and that of the officers, seamen, and marines of the "North Star" on that trying occasion.

It is scarcely necessary for my Lords to assure you that the intelligence of the melancholy death of Lieut. Bellôt, whose conduct and example has ever been beyond praise, has been received by their Lordships with deep regret.

I am, &c.

(Signed) W. A. B. HAMILTON.

XI.

Orders to, and Proceedings of, Commander Henry Trollope, Her Majesty's Discovery Ship "Rattlesnake."

No. 1.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

WHEREAS it is necessary to replenish Her Majesty's Sloop "Plover," now in position at Point Barrow, Behring Strait, with stores and provisions, as well for the future supply of that vessel, as for the purpose of meeting the wants of the crews of the "Enterprise" and "Investigator," should those ships be driven back upon Behring Strait, or should circumstances have rendered it imperatively necessary for the crews to abandon them, a course stated by Commander McClure (in a letter, dated 20th July 1850, to Captain Kellett) "he might be compelled to adopt after the winter of 1852, by proceeding in the spring of 1853 to quit his vessel with sledges and boats, and make the best of his way to Ponds Bay, Leopold Harbour, the Mackenzie River, or for whalers, according to circumstances."

With the view, therefore, of conveying assistance to the ships at Behring Strait, we have appropriated the "Rattlesnake" for this service, and we have appointed you to the command of that ship, with a full reliance on your acquaintance with all that is necessary for carrying out the same, and on your personal knowledge of the coast on which you are to be employed. In furtherance

of this object you are hereby required and directed to put to sea as soon as the "Rattlesnake" shall be in all respects ready, and to use every exertion to be off Cape Lisburne, Behring Strait, at as early a period of this year as possible. In order to aid you in this purpose a steamer will be directed to tow you clear of the channel, and you will after watering, if necessary, at Madeira, Teneriffe, or Cape de Verdes, proceed direct to Cape Virgins, on the eastern side of the Strait of Magellan, where a steamer will meet you from Rear-Admiral Henderson's squadron, and will tow you through the Straits, and as much further on your voyage as circumstances will admit. You will then proceed to Valparaiso and replenish with provisions and other stores, and from thence continue your voyage to Honolulu, in the Sandwich Islands; and, having taken on board whatever may be required, especially potatoes and other vegetables for your own ship, as well as the "Plover," you will, without any unnecessary delay at that port, proceed direct for Clarence Harbour in order to ascertain if any party or later intelligence from the "Plover" shall have arrived there; and failing this, you will use your best endeavours to proceed with the "Rattlesnake" to Cape Lisburne, where you will probably meet with the officer and boat's crew of the "Plover," which Commander Maguire in his letter to the Secretary of the Admiralty, No. 38, of the 20th August last, states will be at that point on the 15th July 1853.

You will deliver to this officer the accompanying despatch for Commander Maguire, and of which you have a copy, together with a copy of your own orders, and supplying him with what his boat can carry, and may most desire, making sure of your return with the "Rattlesnake" to Grantley Harbour, Port Clarence, before the season of 1853 is too far advanced.

Your ship is in all respects fitted and provided for the service upon which you are employed, and you are well acquainted with all that is necessary on such occasions for the health of those under your orders, and for the security of Her Majesty's ship. You will employ your people, as far as is practicable in the winter months, in the preparations necessary for every operation in the spring, or as soon as the opening of the ice will admit of carrying supplies to Commander Maguire, or to other points, as circumstances may determine.

You will take every means of leaving proper records of your condition and intended proceedings, and of the positions where you may have deposited provisions; taking as your guide for the distinctive mark of such records, the instructions contained in par. 7 of our orders to Sir E. Belcher, and Sir E. Belcher's direction in his letter to the Lords of the Admiralty of 29th May 1852, in furtherance of these orders. And you will also convey every information to us by the whale ships which pass through the Strait on their return to the respective countries to which they belong. You are not to confine your communications to one ship alone, but by every opportunity to keep us informed of every circumstance connected with your own ship, and also the "Plover."

In the summer of 1854 a vessel will be despatched from the Pacific squadron to communicate with Clarence Harbour at as early a period as possible, and by that means you will receive instructions as to your future proceedings, which may depend on the information which may reach England from Sir Edward Belcher, or from the western coast; but should, from any unforeseen circumstance, no vessel be able to reach Clarence Harbour, it is our wish that before the close of the season of 1854 you should deposit your spare provisions and stores, with a boat, at your winter quarters, and then proceed to Honolulu, and there wait our further orders; and in anticipation of such departure it would appear to be necessary, that during the winter of 1853, and spring of 1854, you should construct a house at Clarence Harbour capable of containing about 70 persons, and made as complete as circumstances will admit, for the shelter of any of Captain Collinson's expedition, should they have left their ships, either in boats, or by land, and fall back upon that place.

It will be advisable in the spring of 1854 to forward travelling parties towards the northern shore, for the purpose of inquiring whether anything can be traced of Captain Collinson's party, or of any men from the "Plover;" and as you will receive considerable assistance in this object from the Indians whose settlements are in the vicinity of your winter quarters, you are to cultivate their good feelings by every means in your power, and to take care that no cause of offence be given to them; and for all supplies of provisions which their hunting parties may procure, you are always to pay in a liberal and proper manner.

You are supplied with all documents and papers connected with the various

Polar searches, and in closing these orders, we have to express our confidence in your ability, and to leave you to act in such manner as will best fulfil our intentions.

Given under our hands this 9th February 1853.

(Signed) J. R. G. GRAHAM.
HYDE PARKER.
M. F. F. BERKELEY.

To Henry Trollope, Esq.,
Commander of H.M.S. "Rattlesnake,"
at Portsmouth.

By Command of their Lordships,
W. A. B. HAMILTON.

No. 2.

Sir,

Admiralty, February 15th 1853.

I AM commanded by my Lords Commissioners of the Admiralty to signify their direction to you to use your discretion as to quitting your present quarters after the receipt of this, and endeavouring to secure the "Plover" for the winter in Grantley Harbour; but should you deem it prudent to remain where you are for the ensuing winter, my Lords desire you will use your utmost endeavours, as soon as the season will permit in 1854, to reach the winter quarters of the "Rattlesnake" in Grantley Harbour, so as to effect a junction with that ship in time to make the necessary exchanges between the two crews, and receive the needful supplies before the "Rattlesnake" shall have been compelled to quit Behring Strait in the autumn of 1854, on her return to this country.

2. In the event of your remaining this winter in Moore Harbour, you are to employ yourself in depositing all the supplies you can spare for the relief of any party that might reach that neighbourhood from Captain Collinson's, or Commander McClure's ship. You will also extend your parties right and left along the shore, and in such direction as may be advisable, as far as may be prudent, in order to deposit notices of your proceedings and intentions, and of the store of supplies left at Moore Harbour.

3. Before quitting Moore Harbour you will erect such house or place of shelter for any arriving party as your means will permit, and even if you should be unable to move the "Plover" round to Grantley Harbour, you and your people are at all events to make good your retreat to the quarters to be provided in that harbour by Commander Trollope.

4. For directions as to the course to be adopted in depositing notices of your intentions, and of the supplies left in Moore Harbour, their Lordships refer you to their instructions to Sir Edward Belcher, and to the further remarks on that subject contained in Sir Edward Belcher's letter to the Secretary of the Admiralty, of the 29th May last, from Whale Fish Islands.

I have, &c.

W. A. B. HAMILTON.

Commander Maguire,
H. M. Discovery Ship "Plover,"
Moore Harbour, Point Barrow;
or to any officers of the "Plover,"
at Cape Lisburne.

No. 3.

REPORTING PROCEEDINGS.

Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Sloop "Rattlesnake,"
Porto Grande, St. Vincent, Cape de Verdes,
15th March 1853.

Sir,

I BEG to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's sloop "Rattlesnake," under my command, arrived

here this morning, the 15th instant, and that I hope to sail to-morrow for the Straits of Magellan and Valparaiso. Her Majesty's steam sloop "Basilisk" left us in latitude 49° 38' N., and longitude 5° 13' W.; the hawser carried away twice in towing, and as there was considerable sea when we parted company, Captain Egerton did not think it desirable that boats should be risked in transferring them. I have therefore had them surveyed, and taken on charge as junk.

2. I am glad to say that all on board are well, and that the ship is tolerably tight; one of the scuttles on the lower deck still leaks, and some of the slops have been wet, but not materially damaged. I hope the means taken by our carpenters, now that we are able to get to the outside, will remedy this defect; the main deck ports have also been much inconvenience to us from not having been properly caulked; but this also will be remedied, I hope.

3. I found here six French, two Austrians, one Dane, and two Portuguese, all having brought coal from Swansea, and not one English vessel in the bay.

4. We have been able to get five or six days' fresh beef and some fruit. As there is a considerable swell in the bay, and much surf on the shore, I have thought it right to obtain water by purchase in preference to exposing our own men, and risking any injury to the boats; the expense of which I hope their Lordships will not object to.

5. I beg leave to enclose a state and condition of this ship.

I have, &c.

HENRY TROLLOPE, Commander.

No 4.

Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY, London.

REPORTING PROCEEDINGS.

H.M.S. "Rattlesnake," Port Gallant,
Straits of Magalhaen, 14th May 1853.

(Received 10th July.)

Sir,

Sailed from Eddystone
February 24th 1853.
30 days to St. Vincent;
15 to Equator;
40 to Magalhaen
Straits; 75 days' passage out.

1. I beg leave to inform you that Her Majesty's ship "Rattlesnake" arrived here on the 10th instant in seventy-five days from England. On the 15th March we arrived at St. Vincent, Cape de Verdes, where we completed our water, and procured six days' fresh beef and vegetables; sailed on the following day; crossed the line in 21° 30' West on the 30th March. (On the 27th of March we exchanged numbers with Her Majesty's sloop "Cygnet" in 20° 43' West and 1° 11' North.) Passed between Trinidad and Martin Vas Rocks on the 9th April, and made Cape Virgins, bearing west fifteen miles, on Tuesday 10th May at 10 A.M., soon after which we had the satisfaction of seeing Her Majesty's steam sloop "Vixen" coming out of the straits; off Dungeness she took us in tow, and brought us to an anchor under Mount Aymond in Possession Bay, at 6 P.M.; we had all plain sail set and a fresh breeze, the wind abeam; she towed us 8½, 9, and 10 knots an hour; on the following day she towed us through the narrows with very little wind, in fact the whole day was calm and beautiful, more like spring in England than a winter's day in these regions with the hills covered with snow.

2. At 6 P.M. we were abreast of the Chilian settlement at Sandy Point; the steamer cast us off to pick up an anchorage for the night, and we stood in under topsails, jib, and spanker. The water shoaled very suddenly from 30 to 10, and then 5 fathoms in three casts of the lead, and in rounding-to, just as we let go the anchor, the ship tailed on a bank and hung in less than 2½ fathoms. As the tide was falling we did not attempt to heave her off for two or three hours, when, with the aid of a hawser from the "Vixen," and the cheerful assistance of Captain Barnard, we hove her off. As the bottom was soft and the water perfectly smooth, I consider she has not sustained the slightest damage; in fact she was so quiet that we hardly knew she was on shore.

3. The height of the land and the deepness of the water deceived me or I should not have gone so close in.

4. Hitherto the weather has been beautiful, and we have been favoured in every way by falling in with the steamer and with such weather as is rarely found in these straits.

5. I regret to say that I have been obliged to apply to Captain Barnard for a survey on two men, John Smith, ice-quartermaster, and William Wilson, A.B., who are quite unable to endure the climate; indeed their lives would be endangered by remaining here. We have also several men in the sick list, who, I fear, will not be available for duty for several weeks; the cases are not severe ones, but it diminishes our strength considerably. On reporting this to Captain Barnard he has permitted six men to volunteer from his ship, and he has also allowed us to retain a supernumerary marine who was ordered a passage to rejoin the "Trident" until the sanction of the Commander-in-Chief can be obtained.

6. Captain Barnard brought down 800 lbs. of pumpkins, which he had the consideration to retain for our use. I have ordered them to be issued in addition to the established allowance, as we have now been eighty days at sea, in consideration also of our being short handed, and the nature of the climate, and the additional work entailed upon the men, I have ordered an extra allowance of cocoa and a quarter of a pound of preserved meat and biscuit to be issued as a morning meal before turning the hands up, both of which I trust their Lordships will approve of.

7. In conclusion, I have only to express my hope that we may be enabled to proceed on our destination, and that nothing will be wanting on our parts to endeavour to carry out their Lordships' orders to the fullest extent.

I have, &c.

HENRY TROLLOPE, Commander.

The "Vixen" had been waiting our arrival in the entrance of the strait since the 17th April. Cape Virgins itself is an exceedingly difficult and dangerous place to maintain a station, and consequently bad for a rendezvous; but Possession Bay under Mount Aymond is a sheltered anchorage, easy to approach and also to leave. A vessel also with the following bearings lies out of the strength of the tide and in moderate water:—

16 fathoms,	Mount Aymond W. by N. $\frac{1}{4}$ N., Magnetic.
course	Mount Dinero Bluff, E. by N. $\frac{1}{4}$ N. "
sand.	Highest part of Bluff abreast,
	N.W. $\frac{1}{2}$ W. "
About seven miles from the land.	"

H. T.

No. 5.

Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY, London.

H. M. S. "Rattlesnake," Valparaiso,
31st May 1853.

(Received 18th July.)

Sir,

As the packet starts for Panama to-morrow, I beg leave to forward duplicates of my letters to you from Magalhaen's Straits, and also my letter to Admiral Moresby, reporting proceedings up to the arrival of the "Rattlesnake" at Valparaiso on the 31st May 1853. I trust we shall leave this on Saturday 4th June for the Sandwich Islands and Behring Straits,

I have, &c.

HENRY TROLLOPE, Commander.

Commander TROLLOPE to REAR-ADMIRAL FAIRFAX MORESBY, C.B., &c.

H. M. S. "Rattlesnake," Valparaiso,
31st May 1853.

Sir,

I beg leave to acquaint you that H. M. S. "Rattlesnake" arrived here on the 31st May. I enclose a copy of my letter to the Secretary of the Admiralty, reporting proceedings up to our falling in with H. M. steam sloop "Vixen" off Cape Virgins on the 10th May, and arrival at Port Gallant on 13th May.

During our passage through the Straits of Magalhaen we anchored seven times: in Possession Bay, under Mount Aymond, on May the 10th; off the Chileno Settlement, at Punta Arena, on the 11th; at St. Nicholas Bay on the 12th; at Port Gallant on the 13th; at Borja Bay on the 14th; Half-Port Bay on the 15th.

On the night of the 16th we were in tow of the "Vixen" in Sea Reach, with a strong breeze and heavy rolling sea, wearing several times, and on the morning of the 17th, the wind still increasing, we anchored in the Harbour of Mercy; on the 18th it moderated, and the "Vixen" again took us in tow past Cape Pillar and twenty-five miles to the westward. As there was still a heavy rolling swell we did not attempt to communicate, but we have every reason to express our grateful thanks to Captain Barnard and the "Vixen" for the able and cheerful assistance afforded us.

Until we arrived at San Nicholas Bay the weather continued calm and favourable for towing; but after that strong westerly and N.W. gales, with sleet and snow, were prevalent; nevertheless, the "Vixen" towed us admirably—far better than could have been expected, more particularly in Sea Reach, where there was a heavy sea in addition to contend against.

We were fortunate in meeting an easterly wind, which gave us a good offing. We stood W.S.W. (west true) until we got into 80° west, where a falling barometer warned us of a change, and a furious gale came on from N.W. The only indication of the change was the barometer; for although it was cloudy with rain, no one anticipated wind. I feel sure this may be adduced as an instance of the benefit arising from watching this invaluable instrument; between 53° and 40° we had a succession of westerly gales, with almost constant rain and sleet.

In 40° S. and 77° W., the wind came S.W., gradually hauling round to S.E., with which we made Valparaiso Point at 7 A.M. this day, bearing E. by S.

In the straits we met the "Otter" screw steamer of 286 tons, and 225 horse power, belonging to the Hudson Bay Company, bound to Vancouver's Island. She left Plymouth on the 4th February, three weeks before us; but had been to the Falkland Islands for water, and arrived in the straits on the 2d May. She had been wooding and watering, and coaling also, from a supply that some one, I believe a merchant at Buenos Ayres or Monte Video, had left at Port Famine.

The only vessel we spoke was an American ship, the "John Shepperd" from New York to California; she had sprung a leak, and bore up to go through the Straits of Magalhaen, instead of round the Horn. Captain Barnard supplied him with a chart and sailing directions, as he had none of his own. He anchored in company with us under Mount Aymond, on the 10th, after which we saw nothing more of him.

I beg leave to enclose a copy of the log, and a state and condition of the ship.

I have, &c.

HENRY TROLLOPE, Commander.

The "Vixen" had been waiting our arrival in the entrance of the Straits since the 17th April. Cape Virgins itself is an exceedingly difficult and dangerous place to maintain a station, and consequently bad for a rendezvous; but Possession Bay, under Mount Aymond, is a sheltered anchorage, easy to approach, and also to leave. A vessel also with the following bearings lies out of the strength of the tide, and in moderate water:—

16 fathoms,	Mount Aymond, W. by N. $\frac{1}{4}$ N., Magnetic.
coarse	Mount Dinero Bluff, E. by N. $\frac{1}{4}$ N. "
sand.	Highest part of Bluff abreast,
	N.W. $\frac{1}{4}$ W. "

About seven miles from the land.

No. 6.

Commander TROLLOPE to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Sloop "Rattlesnake," Honolulu,
Oahu, 25th July 1853.

(Received 24th October.)

Sir,
I beg leave to enclose herewith a copy of my letter to Rear-Admiral Moresby, C.B., detailing my proceedings in Her Majesty's sloop "Rattlesnake," since leaving Valparaiso, and also a state and condition of the ship.

I have, &c.

HENRY TROLLOPE, Commander.

REPORTING PROCEEDINGS.

Commander TROLLOPE to Rear-Admiral FAIRFAX MORREBY, C.B. &c.,
Commander-in-Chief.

Her Majesty's Sloop "Rattlesnake,"

Honolulu, Oahu, 25th July 1853.

Sir,

1. I HAVE the honour to inform you that Her Majesty's sloop "Rattlesnake" arrived here on the 22d July, in 43 days from Valparaiso; we sighted the islands of St. Ambrose and St. Felix on the 13th of June, and crossed the Equator in 115° W.; lost the trade in $7^{\circ} 30'$ N., and $118^{\circ} 15'$ W., on the 6th; got the N.E. trade in $13^{\circ} 50'$ N., 120° W., on the 10th; sighted Mowee at sunset on the 21st, and anchored in the outer roads here at 2 P.M. on the 22d. Her Majesty's ship "Amphitrite" sailed on the 16th of June. Capt. Frederick proposes remaining at Port Clarence until the end of August: I therefore trust we shall fall in with her.

2. We have taken on board here four bullocks, twenty pigs, four thousand pounds of flour, and three thousand pounds of potatoes, which will complete us to full allowance for two years of bread and meat; but it will, doubtless, last for a longer period from the savings, and also from occasional supplies of fresh meat which we may obtain from the natives. Although I could have wished to have had more of these necessary articles, I believe we have as much as we can with safety stow; of other provisions we have a much larger supply.

3. In consideration of the length of time we have been on salt provisions, and the shortness of our stay, I have caused double the usual allowance of vegetables to be issued to the ship's company while we remain.

4. Considering it probable that cash might be useful in making purchases from the American whale ships, I have directed the paymaster to draw a bill on the Accountant-General for 65*l.*, or 300 dollars, in addition to that drawn at Valparaiso, for the above purpose, agreeably to chapter 3, article 3, and page 70 of the Paymaster's Instructions; which I hope will meet their Lordships' approval.

5. Not having been supplied with any linseed oil with the twill cloth for overcoats, and only 32 gallons being allowed as two years' allowance for painting the ship, I have purchased 28 gallons of linseed oil for painting the coats.

6. We sail to-day for Port Clarence, passing through the Amoutka passage, and I hope and trust we shall fall in with Capt. Frederick on or about the 20th of August.

7. Small-pox has been, and indeed still is, prevalent here; I have therefore endeavoured to communicate as little as possible; the deaths have been many, but chiefly among the natives who have not been vaccinated.

8. I enclose a state and condition of the ship, and

Have, &c.

HENRY TROLLOPE, Commander.

No. 7.

REPORTING PROCEEDINGS.

H.M.S. "Rattlesnake," Port Clarence, 1st September 1853.

Sir,

(Received 16th December.)

I BEG to acquaint you, for the information of my Lords, that Her Majesty's sloop "Rattlesnake" arrived at Port Clarence on Monday, 22nd August, in twenty-seven days from Honolulu. We lost the trade on August 3rd, in $33^{\circ} 30'$ north, and $163^{\circ} 24'$ west; entered the fog on the 11th, in $40^{\circ} 30'$ and 169° , but were notwithstanding fortunate in getting observation the day before we passed the Aleutians, which we did between Segonam and Amoutka (16th August), without seeing the land. Although the ship's course was not particularly influenced by it, and there is said to be no race in this channel, I never saw such a confused tumbling sea, with appearance of overfalls, &c., it washed one of the gangways away, and broke on board us several times. The fogs still continued, with strong westerly breezes; we found we could not weather the Pribyloff Isles, and therefore passed between St. George and St. Paul's. The

channel is broad and free from danger, but reefs extend off the south-east end of St. Paul's, and a boiling surf breaks on the long low level island called Morjovi or Morse Isle. From the appearance of the water, I should say no ship ought to approach unnecessarily within five miles. We sighted Cape Rodney at sunset on the 21st, and on the following morning had the satisfaction of seeing Her Majesty's Sloop "Plover" coming from Grantley; she had just parted company with Her Majesty's Ship "Amphitrite," and was on her way to Point Barrow. Captain Maguire pulled out to us, and arranged that we should both anchor under Point Spencer, and transfer the provisions and stores (of which I enclose the lists). We had two bullocks and sixteen pigs for him, the former were killed and would give fresh meat for her crew, for eleven or twelve days; but of the pigs they would only take four, in addition to four others received from the "Amphitrite." She was, in fact, terribly crowded. Five of our men volunteered for her, and five from her were transferred to the "Amphitrite," so that she has left with her crew in good health; and I believe our arrival, besides the good things we brought them, cheered them up in a manner, and to a degree that is better felt than described.

2. The "Plover" sailed at 3 A.M. on Wednesday, 24th August, with a nice breeze from S.E., which continued for full thirty-six hours afterwards, so that I have no doubt she got through the straits, and as she is only three days later in starting than she was last year, I anticipate that her arrival at Point Barrow will be equally favourable.

3. After staying another day at Point Spencer to collect drift wood for building the house, we went up to Grantley Harbour, and commenced lightening to enable her to enter the narrow and somewhat intricate channel; in doing which we have great reason to thank Captain Frederick and the "Amphitrite" for their most cheerful and valuable assistance.

4. I propose to leave Grantley Harbour about the middle of July, and then to skirt the ice between Asia and America, as far as we can go with safety; and to be off Icy Cape, Wainwright Inlet, or Point Franklin, as the case may be, and then to determine, about the first week in August, there to look out for the "Plover," and return with her to Port Clarence. This course has been agreed upon with Captain Maguire, and will, I trust, meet their Lordships' approval, as the most likely to be of service to the cause. No benefit would be derived from our being off the coast of America until August, it not being possible that the "Plover" could leave Point Barrow before that time, and the sooner we have some change after being released from winter quarters, the better it will be for the health and spirits of the men; and we may perhaps do some good or obtain some information by skirting the pack; besides, the "Plover's" condition not being particularly good, if anything happened to her we should be able to find our way to Point Barrow, and receive her crew.

5. On our falling in with the "Plover," or receiving her crew, I proposed returning to Port Clarence to meet the vessel their Lordships' orders give me to understand will be despatched from Admiral Moresby's squadron; or, in the event of our not receiving further orders, to deposit our spare provisions in the house, and proceed to Honolulu.

6. Since writing the above, I have twice, without success, attempted to take the ship into Grantley Harbour. After sounding and buoying the channel, and finding, as we thought, 17 feet and 16 feet 6 inches throughout, we weighed with the wind at E.N.E., but took the ground in the narrowest part; the tide ebbing an hour afterwards, left us with only 14 feet, although we had 17 feet and 19 feet within a ship's length. We laid two anchors out astern, but could not start her an inch, therefore commenced lightening her. After taking about 80 tons out, being favoured with remarkably fine and calm weather, on the following day, after having been 20 hours on shore, we hove her off without difficulty; in fact, from the taut strain there was upon the hawsers, she went off almost of her own accord. The bottom is soft clay, therefore she sustained no damage, but I do not think it advisable to take a ship of this class into Grantley Harbour; we might indeed lighten her much more, but with great risk of damaging the stores and dry provisions, which would necessarily be much exposed. In fact, aided as we were by the "Amphitrite's" boats, and during unusually fine weather, I was most anxious about it. The channel is extremely narrow and intricate, and the bottom evidently goes on ridges, so that it might be possible to carry a line of soundings of 17 feet in, and then go over the same ground and

have 15, 14, and even 13 feet; and if a ship gets on shore in the passage, and a south-westerly wind comes on, the sea gets up so rapidly that the consequence might be serious. There is a certain risk of having the ship in Port Clarence when the ice breaks up, but as far as I can judge, not so great but that it may be encountered. On Thursday, the 1st September, we made a fresh attempt, using greater caution than before, warping in with hawsers both ahead and astern, but although under peculiarly favourable circumstances, from a southerly wind having raised the water considerably, we again stuck fast, and were obliged to haul her off. I have now determined not to attempt it again, and I can only hope that the result will prove that I have not judged improperly.

7. In the event of their Lordships' requiring the "Rattlesnake" to return to the northward from Honolulu, or to remain here during the winter of 1854 and 1855, I beg leave to enclose demands for provisions and stores for another twelvemonth, dating from November 1854.

8. I enclose a state and condition of this ship.

I have, &c.

HENRY TROLLOPE, Commander.

No. 8.

Her Majesty's Sloop "Rattlesnake,"
Port Clarence, 11th September 1853.

Sir,

1. I BEG to enclose a copy of my letter sent by Her Majesty's ship "Amphitrite" on the 4th instant.

2. The "Koh-i-Noor," a small schooner of 135 tons, George Levine, master, from Hong-Kong, is on her return to that port; and I take the opportunity of writing, although I have nothing to add but that we are watering, wooding, and preparing for the winter.

3. The "Koh-i-Noor" is trading for skins and walrus teeth; she left Hong-Kong on the 27th of May and arrived here on the 2d of August, whence she proceeded to the coast of Asia, but does not appear to have gone farther than Kolintchin or Burney's Island; the supercargo, Mr. Gustav Overbeck, told me that he found the natives had papers in French and Russian addressed to any shipwrecked persons, desiring them to write their state and condition on the back, when the papers would be forwarded to the Russian ports, and measures taken to assist and relieve them; he did not make an exact copy, but this was the purport, and it appears so far satisfactory, as proving that even in this remote quarter steps have been taken by the Russian Government for assisting our missing countrymen; and as this has been accidentally proved in this port, the most distant from the Russian head-quarters, it may be inferred that similar measures have been taken more to the west.

4. Mr. Levine reports having seen or fallen in with twenty-five sail of whalers. Whales, walrus, and seal in the utmost abundance. He had some very fine specimens of tusks—some the pair weighing 20 lbs., while the average is 5 to 10 and 12 lbs. Altogether he seemed to think a profitable voyage had been made, and they would double the original outlay.

5. The ice appears to have prevented their further advance, as it seems to have been his wish to have gone up to Herald's Island; but his reports are vague in this respect, and he had not paid much attention to his position.

6. The "Koh-i-Noor," or some similar vessel, is to leave Hong-Kong in May 1854, and renew the voyage they have made this year, and he speaks of coming to Port Spencer with supplies of potatoes, pigs, &c. for the whalers. I mention this as it may be convenient to their Lordships to know that such means of communication exist. Mr. Levine tells me that he informed the senior officer at Hong-Kong that he was coming here and offered to bring anything for Captain Collinson's ships.

I have, &c.

HENRY TROLLOPE, Commander.

U 2

On going on board the "Koh-i-Noor," I found that Mr. Overbeck had made a copy of the French part of the paper alluded to in my letter.
12th September 1853.

HY. TROLLOPE.

Messieurs les Etrangers,
Les croiseurs m'ont donnés la connaissance de votre naufrage près du cote de l'Empire Russe, c'est pourquoi je vous prie de m'avertir en écrivant sur le papier.

De quelle pays êtes-vous? Quel est le bût de votre croisiere sur la mer glaciale?

De quel moyen pensez-vous revenir à votre patrie? et ne faut-il pas pour vous quelque recours?

Sredne, Kolymark,
le 24e Mars 1853.

(Signé) FERDINAND CHMIEHWSKIEY.

No. 9.

SECRETARY OF THE ADMIRALTY to Commander MAGUIRE.

Sir,

16th January 1854.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 1st of September last, detailing your proceedings, and to acquaint you that they have the entire approval of my Lords, who consider that praise is due to you for your active exertions, by which you made good your passage to Port Clarence before the season closed.

I am, &c.

W. A. B. HAMILTON.

Commander Trollope,
H.M. Discovery Sloop "Rattlesnake,"
Port Clarence, Behring Straits.

XII.

Report on the Proceedings of Her Majesty's Ship "Amphitrite," Captain Frederick.

No. 1.

REPORT OF PROCEEDINGS.

Captain FREDERICK to the SECRETARY OF THE ADMIRALTY, London.

H.M.S. "Amphitrite," San Francisco,
31st October, 1853.

(Received 16th December.)

Sir,

1. I HAVE the honour to acquaint you that I sailed from Honolulu in Her Majesty's ship under my command on the 16th June.

2. It was my intention to have passed through the Aleutian Chain by the Amoughta Channel; but the wind headed us off, and on the 28th we made the islands of the Four Mountains. These islands are very remarkable, having conical peaks from 3,000 to 4,000 feet in height; they were covered with snow fully three-fourths of their height, and partially to the water's edge. The weather being moderate and tolerably clear, I determined on trying the channel between these islands and the island of Younaska. It is ten or eleven miles wide, and apparently free from danger. We stood through about mid-channel, and ad

no soundings at fifteen fathoms; there was a rippling of the water, but not any strength of current.

3. On the 6th of July we made King's Island, and the same evening anchored off Point Spencer, Port Clarence.

4. On the following day, examination was made of the notices, *caché* of provisions, and coals. Everything was found as we left it last year, with the exception of the "Plover's" storehouse, which was partly knocked down by the snow.

5. On the 16th we sailed; beat through the straits the following day, and arrived off Cape Lisburne on the morning of the 19th.

6. To my surprise, the shore both to the southward and north-eastward of the cape was blocked with ice; the southern pack extended from the cape as far as could be seen, and about fifteen miles deep from the land; the other pack, as far as could be seen to the northward and eastward, with a lane of water between it and the land, the wind being southerly. There was a large open space between the two packs, into which we stood, to within four or five miles from the cape, and close to the edge of the ice; but there was no appearance of any people or boats: a gun was fired, and we remained until quite satisfied there was no one at the rendezvous. We then stood out and worked along the edge of the southern pack until the weather became thick; this continued the whole of the next day, with a fresh southerly wind.

7. On the 21st we stood in, and made Point Hope, close to the northward of which we again observed the ice, but much broken.

8. On the 22nd we stood for Cape Lisburne; the ice was still off it, but moving fast to the northward; and on the 23rd the shore to the southward of the cape was free from ice. Two baidars with natives came off; they had seen nothing of the "Plover's" boats. A boat was sent to bury a notice at the rendezvous.

9. The ice still continued to hang about the land to the north-eastward of Cape Lisburne until the 18th, when a strong southerly wind came on, which lasted till the 31st, and cleared it away.

10. We cruised off Cape Lisburne till the 1st August, on which day, the weather being settled, we anchored on a bank to the northward of the cape. This bank has either grown up since Captain Beechey's survey, or was not noticed by him. We had 5½ fathoms, the cape bearing S.S.E. (mag.) five miles.

11. We remained at anchor till the 4th, when I began to fear that some accident had happened either to the "Plover" or her boats, and therefore determined to proceed to Icy Cape, and from thence to send a boat to Point Barrow, for which purpose I prepared the pinnace of this ship. A *caché* of provisions was buried at the western part of the little bay of rendezvous previous to our leaving.

12. On the 5th we made the land about Point Lay, and observed a stream of ice to the N.E. The next day we stood through large quantities of sailing ice, and as it became much less open as we advanced to the northward, and there being some streams of considerable extent, heavy enough to have rubbed away our channels had we come in contact in a breeze, (which in thick weather would have been probable,) I bore up again for Cape Lisburne, resolving not to send a boat that time. The ice being so far to the southward at this advanced period of the season, appeared to me quite sufficient to account for the non-arrival of the "Plover's" boats. We had stood through the loose ice about ten miles.

13. On the 7th, we were again off Cape Lisburne, but the boats had not arrived; for two days the wind having blown fresh from the southward, I hoped the ice might be cleared away, and therefore on the 8th again made sail to the northward.

14. On the 9th it blew strong from the N.E., and we stood off and on Point Lay, in the track of any vessel coming from Point Barrow. At 9 A.M. of the 10th, a sail was reported to the northward, which was soon made out to be the "Plover," and shortly after I had the satisfaction of hearing that they were all well on board.

15. The boats had been wrecked on the 13th July, in attempting to come down, but the whole party regained their ship in safety.—Commander Maguire's despatch gives the details of this accident.—We arrived in company with the "Plover" at Port Clarence on the 15th.

16. Many cases of scurvy had occurred on board the "Plover," during the

winter; I therefore ordered a medical survey to be held on the crew, and removed such men as were reported unfit to remain on Arctic service, filling up their vacancies by volunteers from this ship. I also directed the medical officers to report their opinion as to the causes of so much scurvy.

17. As it had been reported that the "Plover" leaked after taking in her stores and provisions last year, I considered it necessary to direct that a strict examination of her hull should be again made, and that the surveying officers, in reporting on the efficiency of the vessel, should take into consideration the late period of the year, and the unfavourableness of the season; they were not unanimous, and at the request of Commander Maguire, I took the further step of asking the opinion of each of the officers of the "Plover." As they all agreed that there would not be undue risk in attempting to return to Point Barrow, I consented to the attempt being made. My own opinion was, that there would be much risk on account of the unfavourable season than of the state of the vessel; but considering that it had been requisite to remove her from Point Barrow, before the orders had been received to deposit supplies of provisions there, and that there was a possibility of parties falling back from the "Enterprise" or "Investigator," to whom the want of such supplies might be fatal, I trust their Lordships will not deem that I have gone too far in permitting that risk to be incurred.

18. The "Plover" was re-completed according to the accompanying report, and sailed on the morning of the 22d, very fortunately she met the "Rattlesnake" at the entrance of the port; both vessels were anchored under Point Spencer, and the additional supplies, a list of which I have appended to the "Plover's" report of state and condition, were put on board her. Some of the provisions also supplied from this ship were exchanged for newer from the "Rattlesnake." The "Plover" finally sailed on the morning of the 24th.

19. On the 25th the "Rattlesnake" came to the upper anchorage, and having been much lightened, two attempts were made to take her into Grantley Harbour, without success. Commander Trollope then decided upon keeping her in Port Clarence; I quite coincided with him as to the propriety of this decision.

20. During our absence from Port Clarence, the British schooner "Koh-i-Noor," G. E. Levien, master, had arrived on a trading voyage, and had made a notation, dated August 2nd, on one of the buried papers in Grantley Harbour.

21. On the 4th September we dropped down to Point Spencer to take in wood. The "Kodiak," barque, belonging to the Russian-American Fur Company, arrived at Port Clarence on the 5th. We sailed on the afternoon of the 6th.

22. On the 10th we passed through the Amoughta Channel without seeing the land, and on the 16th arrived at Lat. $40^{\circ} 10' N.$, Long. $150^{\circ} 30' W.$, where an island was reported to have been seen last year by a Swedish vessel, and for which I had received orders to search, from the Commander-in-Chief. We traversed between the parallels of 40° and $40^{\circ} 20'$ from $151^{\circ} 30'$ to 149° , the weather being generally clear enough to see land from 12 to 14 miles, and always from 7 to 8; but none was seen, nor any indication of it, and I feel satisfied that there is no land within the above limits.

23. On the 1st October we arrived at Honolulu; having procured refreshments, which were much required by the people, we sailed on the 9th for San Francisco, in prosecution of orders from the Commander-in-Chief. We arrived at this port on the 28th, and it is my intention to sail in a few days for the coast of Mexico, in pursuance of my orders.

I have, &c.

CHARLES FREDERICK, Captain.

Enclosure. In Letter dated 31st October 1853.

By CHARLES FREDERICK, Esq., Captain, Commanding Her Majesty's Ship "Amphitrite," and Senior Naval Officer at Port Clarence, Behring Straits.

To the Senior Lieutenant, Master, Carpenter, and Carpenter's Mate of Her Majesty's Ship "Amphitrite."

You are hereby directed to repair on board Her Majesty's ship "Plover," and hold a strict and careful survey on her hull, and make such inquiries

respecting her state and condition as may seem necessary to you; particularly whether she had been leaky or not during the past year; reporting to me your opinion as to her capability of encountering bad weather and ice in the attempt again to reach Point Barrow, consideration being had to the advanced period of the year.

Dated on board Her Majesty's ship "Amphitrite," at Port Clarence, Behring Straits, the 15th day of August 1853.

CHARLES FREDERICK.

Enclosure 2 A in Letter dated 31st October 1853.

Pursuant to an Order from CHARLES FREDERICK, Esq., Captain Commanding Her Majesty's Ship "Amphitrite," and Senior Naval Officer at Port Clarence, Behring Straits.

We whose names are hereunto subscribed have been on board Her Majesty's ship "Plover," and have held a strict and careful survey on the hull of the said ship, making inquiries respecting her state and condition, particularly whether she has been leaky or not during the past year; also as to the capability of the ship to encounter bad weather and ice in attempting again to reach Point Barrow, consideration being had to the advanced period of the year; and have to report as follows:—

1st. That, having cut away the ceiling in various parts of both sides, to examine the timbers, we found aft in the cabin, on the starboard side, two stern timbers very defective; in the magazine, one timber very defective; in the midship body, found a small stream of water trickling down between two timbers, below the water line; in the starboard bow, three timbers very defective. On the port side we found, aft in the cabin, one stern timber very defective; likewise the inner part of the outside plank to be defective; the midship body and port-bow timbers examined, were found to be good.

2nd. That having made inquiry as to the leakage of the ship, it was ascertained from the report of Mr. Leath, carpenter, that it amounted to six inches per twenty-four hours in light weather, during the passage from Point Barrow;* also, that whilst frozen in, the water was found to make at the rate of two and a half inches per week.

We are therefore of opinion that the defects of Her Majesty's ship "Plover" render her incapable of encountering bad weather and ice with safety.

Dated on board Her Majesty's ship "Amphitrite," at Port Clarence, the 17th August 1853.

W. S. STAINFORTH, Lieutenant (Senior) H. M. S. "Amphitrite."

JAMES FRAZER, Carpenter, H. M. S. "Amphitrite."

WILLIAM CHARTERS, Carpenter's Mate, H. M. S. "Amphitrite."

Dissentient from the foregoing:—

I think the timbers examined not entirely defective, with the exception of two; one in the starboard bow, the other under the magazine; the otherwise sound state of the "Plover," and the nature of her fastenings, in my opinion, render her capable of being employed again.

WILLIAM H. CRANE, Master.

Enclosure 3 in Letter dated 31st October 1853.

Captain FREDERICK to the Officers of Her Majesty's Ship "Plover."

18th August 1853.

FROM your experience in taking the "Plover" to Point Barrow last year, I have to desire that you will state to me your opinion whether there will not be undue risk in attempting to again place her there, taking into your consideration the qualities of the vessel, the advanced period of the year, and the unfavourableness of the present season?

CHARLES FREDERICK, Captain.

H.M.S. "Amphitrite," Port Clarence.

* The pumps suck at fourteen inches.

Captain MAGUIRE.—*A.* No; I have no reason for believing it to be an unfavourable season.

Lieutenant VERNON.—I do not think there would be undue risk.

Mr. SIMPSON, Surgeon.—I do not feel qualified to give an opinion as to the capability of the vessel, but am of opinion that no greater risk would be incurred this year than last, if the ship leaves at the same period.

Mr. HULL, Second Master.—I think there would be no undue risk.

Mr. SEATH, Carpenter.—I think there would not be more than common risk.

ROCHFORD MAGUIRE, Commander.

A. H. VERNON, Lieutenant.

THOMAS A. HULL, Second Master.

JOHN SEATH, Carpenter.

JOHN SIMPSON (B.), Surgeon.

Of Her Majesty's Ship "Plover."

No. 2.

SECRETARY OF THE ADMIRALTY to Captain FREDERICK.

Sir,

16th January 1854.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 31st October last, detailing your proceedings in conveying supplies to the relief of the expedition in Behring Straits; and I am to acquaint you that my Lords entirely approve of the judgment and activity with which you have carried out their instructions on this subject.

I am, &c.

(Signed) W. A. B. HAMILTON.

Captain Frederick,

H.M.S. "Amphitrite," Pacific.

XIII.

Report of the Proceedings of Her Majesty's Discovery Ship "Plover," Commander Rochfort Maguire.

No. 1.

Commander MAGUIRE to the SECRETARY OF THE ADMIRALTY.

Her Majesty's Ship "Plover," Port Clarence,

21st August 1853.

(Received 16th December.)

Sir,

I HAVE the honour to report to you for the information of the Lords Commissioners of the Admiralty my proceedings since my last communication of the 21st of August 1852, in as brief a form as I can, omitting the details of the necessary ship's duties and arrangements, and beg to refer to the accompanying abridged journal for some account of our intercourse with the Esquimaux, and other incidental occurrences.

Proceeding to sea from Port Clarence early on the morning of the 21st August, we passed through Behring Straits by the eastern passage the following day at noon with a favourable breeze. A succession of contrary winds delayed our progress to the north-east, so that we only arrived at Point Barrow by the 3rd September, and were frozen in on the 24th of the same month.

The approach to the anchorage sought was, contrary to my expectations, shoal and intricate, but when gained it was secure, though difficult of access or egress.

The commencement of our intercourse with the natives was attended with many unpleasant circumstances. No single boat's crew could be at any distance from the ship without being pillaged from, and on the most trivial occasions

knives were frequently drawn on our men, who, though armed with muskets, had strict orders in no case to make even a show of them, unless obliged by necessity. The ship's decks were at times crowded, and in one instance their manner was so suspicious as to induce me to have the crew armed,—those on deck going below one at a time for pistols, and returning with them secreted in their breasts; there was, however, no occasion for their use. Soon afterwards, a house built on the spit for the stowage of our stores, was broken into and robbed. The next morning, on the chief coming on board, I got possession of his gun, and threatened to attack the village if the stolen articles were not returned, which had the effect of bringing them in force towards the ship, armed with bows and arrows, but some shots fired over their heads caused their retreat without loss of life. The following morning the things were brought back. From this time we appeared to get on better with them, and at length so good an understanding appeared to exist between us that I hoped we had succeeded in gaining their confidence. This desirable state of things was unfortunately put an end to by a calamity which occurred on the morning of the 8th of June, a gun having gone off by accident in the hands of the quarter-master of the watch and killed a native man alongside the ship; but I am happy in the belief that the nature of the accident was subsequently understood by them, and that any feeling of ill-will on their part towards us in consequence has subsided.

The 20th September had arrived before the behaviour of the natives would allow me to turn my attention to the object of the ships being here, when, in order to erect conspicuous marks of our position, and to examine the capabilities of Dease's Inlet as a winter station, should it be desirable to move the "Plover" eastward, I made a boat excursion, accompanied by Mr. S. A. Hull, second master, and found the depth of water at that place insufficient. To examine the coast still further, and to distribute notices of a ship being at Point Barrow, with a view of their falling into the hands of parties retreating in this direction from the missing ships, or those engaged in the search for them,—I made a journey on the ice, accompanied by Mr. S. D. Wright, midshipman, as far as Point Drew, a distance of sixty miles to the eastward, and there deposited a small caché of preserved meats, in the month of November. This excursion occupied only thirteen days, but the temperature was very low, and some frost-bites were the consequence; but valuable experience in ice travelling was gained as a set-off against these evils. Occupying a position which, on looking at the chart, seems so available as a point of departure for exploring parties advancing towards the N.E., I had hoped to attain some considerable distance in that direction, but the existence of a water sky visible from the ship throughout the winter, and the unexpected break up of the ice to within a few yards of us, at the solstice, showed that travelling on the sea ice in this region is too hazardous to be contemplated at any season; I was therefore compelled, reluctantly, to limit myself to a journey along the coast to the eastward. The vicinity of a populous native settlement, together with the debilitated state of the crew and the absence of travelling equipment, were serious impediments to distant travelling; yet it seemed necessary that the Colville River should be visited—not merely with the vague hope that intelligence of our ships might be obtained, and to visit the shores of a bay which the boats in 1849 could not examine—but also in order rightly to understand the information given us by the people of Point Barrow, by being able to identify the rivers and points of land mentioned by them, with those delineated on our charts. An attempt was first made to construct a sledge on the plan recommended by Captain M'Clintock, which failed only for want of proper wood for the runners; but the object was ultimately attained with native sledges and dogs. This journey, a detail of which would be unnecessary to give on this occasion, but may be described in the concluding remarks of my journal, was performed between the 4th and 29th of April; and although its result has been unsatisfactory from the lowness of the land preventing the coast-line being traced, and the want of success in gaining information relative to either of the expeditions, for whose benefit the "Plover" is stationed at Point Barrow,—yet it has had the advantage of enabling us to interpret the native accounts of the coast, and to establish the fact of these people being acquainted with the Mackenzie River, under the name of Ko-puk, which I hitherto supposed to apply to the Colville. This, if necessary, would determine the position alluded to, in the report received by Captain Moore, at this place in 1850, of boats' crews having arrived at the Ko-puk, and being

murdered.* It has also shown us that the coast from Point Barrow to Sir John Franklin's extreme (Return Reef), contains no winter huts, and by unquestionable native report, there are none to some distance beyond Barter Island; so that parties travelling in spring or autumn could receive neither assistance nor hindrance from natives, for an extent of at least 250 miles from Point Barrow. From the native accounts here it seems certain that both the "Investigator" and "Enterprise" were boarded at the time of their passing along this part of the coast, at the distance of 50 and 150 miles east of this place,—some of them accurately describing peculiarities about the ships by which they could be known, such as the large ice chocks and diagonal decks, &c.; but the only actual trace of either of them we may be said to have discovered is a portion of a paper from the "Investigator," dated off Point Drew, 8th August 1850, together with the canvass bag that had enclosed it. With reference to the progress these ships may have made to the eastward, it might be expected that the movements in the ice at Point Barrow would give some idea of the set of the current in that part of the Polar Sea; but our observations can go no further than confirm the belief in the existence of a current to the N.E., to a distance of only a few miles off the land. Beyond that a line of hummocky ice, from ten to twenty feet in height, has existed all the winter, apparently aground in six fathoms; beyond this line scarcely a day passed throughout the winter, without a water sky being visible between W.S.W. and N.E. (true).

When easterly winds prevailed, a large space of open water was indicated by the extent of water sky, and when visited, the vapour rising from its surface obscured the view beyond a few hundred yards; but within that distance heavy ice was seen drifting in a direction with the wind. The natives informed us that the ice was set off the coast by the easterly, and packed upon it by westerly winds, and that the greatest clearance is effected by S. and S.W. (true) gales. They point to the N. (true) as the direction in which the ice goes, but we have not been able to understand whether they consider this the effect of a prevailing current. Whilst treating on this subject, it seems worthy of being remarked, that the natives state the whales to make their appearance off Point Hope in April and May, when the ice breaks up into fields, and that most of them have disappeared by the time the ships arrive. The animals appear about the same time at Point Barrow, where they are pursued by the natives in their u-mi-aks, which they carry to the open water for that purpose. In June few are seen, and in July none, and the people believe they retire northward, to return in August and September. The masters of whaling vessels have informed me that whales are less abundant in the open water in July and August than in June. The tides have been registered hourly for nine months, and the result is that the flood makes from the west, and the mean rise and fall in Elson's Bay is seven inches. The time of high water at full and change is 1 p.m.; but great irregularities occur from the wind, the rise being scarcely perceptible with fresh E. and N.E. breezes, when with S.W. gales it amounts to 3½ feet. Of the latter case, a remarkable instance occurred on the 18th of December, when the water rose from the usual depth of 14½ feet to 17ft. 10in., with a gale at S.W. (true), the force of which was registered for 14 hours at 8ft. 9in. and 10 feet. The hummocks which had been grounded along the horizon and inshore by northerly and north-westerly winds in September, were floated by this rise, and blown off the land, taking with them all the ice that had formed outside the spit and islands, together with a large portion of the floe within the anchorage, which brought the open water within forty yards of the ship. On the following day, December 19th, at noon, instead of the usual unbroken field of ice to the northward, we had none in sight from the masthead, and the view of an open sea was as little agreeable as it was unseasonable. In a few days it was again frozen, and after a time the line of hummocks was again formed, and remained fast when we passed in the ship on the evening of the 7th of August. The lateness of the present season compared with every one since 1848, seems to me to be accounted for by the winter gales having been heavier than usual this last year, and by raising higher tides, the heavy masses have grounded more firmly along shore, where they impede the current in clearing the shore of the last winter's formation. The months of June and July were remarkable for the

* Vide Parliamentary Papers, Session No. 97, 3. March 1851, p. 1.

absence of strong winds, which alone assist in driving the ice off shore. The mean temperature for the eleven months at Point Barrow, was about six degrees higher than that given as the result of Sir E. Parry's twelve months at Melville Island; but the highest and lowest temperatures have had a more limited range, being $+ 50$, and $- 43$, or 18° above the freezing point on the warmest day of July, and 75° below it on the coldest day of January. The prevailing winds have been E.N.E., N.E., and Northerly (the) during the winter and spring, interrupted occasionally by those from the opposite points, and after May they were moderate and more variable.

The fall of snow was not great, and did not exceed one foot in depth; but the air throughout was loaded a good deal with clouds and vapours, and during the summer the dew point was high. The climate may therefore be considered humid, as might be anticipated from its maritime situation.

During the winter the officers took much interest in making astronomical observations, and by a mean of 350° lunar distances, the longitude of Point Barrow was found to agree with that given to it by Mr. Elson, the discoverer. A series of magnetical observations were also made under the superintendence of Mr. Hull, the second master, who also registered the tides, and whose zeal in these occupations was highly praiseworthy. The departure of a large portion of inhabitants of Point Barrow and Cape Smyth to the eastward in the early part of July, relieved me of all anxiety about receiving any hindrance to the transport of the boats to the open water; and on the 9th I accompanied Lieut. Vernon, and Mr. Gordon, mate, with an auxiliary party to assist in dragging the boats on sledges over the ice twelve or thirteen miles to the southward of Cape Smyth, where I left him with a favourable breeze, confidently trusting in his success. I enclose Lieut. Vernon's account of the loss of the boats in his charge, and merely remark that I am perfectly satisfied with the manner in which that officer acquitted himself, and to express my feeling of pleasure that he was able to save the lives of all his party, whose conduct on this occasion was most praiseworthy.

From the 1st of August I had kept up a daily communication with Cape Smyth, by sending an officer across Elson's Bay to report any opening or movement in the ice; and on the 7th, seeing open water round Point Barrow, and a favourable easterly wind blowing, I went in a boat to examine the state of the ice. I found the lane of water along shore to terminate a mile north of Cape Smyth; but since the day previous another had been formed by the easterly wind outside the land floe and first line of hummocks to the S.W., as far as could be seen on a clear day. Returning on board at 8 P.M., and finding the wind steady at E.S.E., with no change indicated by the barometer, I proceeded to sea, hoping to keep the breeze until clear of the ice, and to make my way to Cape Lisburne, to receive orders or make arrangements for returning to Point Barrow in the event of being ordered. The wind shifted to S.W. in the night, with heavy rain and dense fogs. Towards the morning of the 9th a N.E. wind gave us every prospect of soon reaching open water; but the land floe in the depth of Peard Bay was found to extend nine miles off shore, which, as the weather was still thick, seemed to offer an impediment to the ship's further progress; but by 10 A.M. the open water was gained through close ice, in which some shoeks were sustained, but not more severe than the ship was well able to sustain without injury. On the following day at 11 A.M. I communicated with H. M. S. "Amphitrite," and repaired in company with her to Port Clarence, to prepare for another winter at Point Barrow. Having been completed to sixteen months' provisions and fuel by that ship, and there being no probability of the arrival of H. M. S. "Rattlesnake"—being now ready for sea, I purpose sailing from hence at 4 A.M. to-morrow, the 22d instant, to take up my winter quarters again at Point Barrow, where I shall remain until released from the ice in 1854. I shall then return to this place to meet H. M. S. "Rattlesnake," in pursuance of their Lordships' instructions.

I have, &c.

ROCHFORD MAGUIRE, Commander.

ENCLOSURES.

To the Chief Trader in the Russian Settlement, North America.

Her Britannic Majesty's Ship "Investigator,"

8th August 1850.

Sir,

Off Point Drew this day. Should any white people (English) be seen along the coast, I have to request that you will give directions for their being . . .

(The remainder of the notice torn off.)

ARCTIC EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN.

HER Majesty's Ship "Plover" will be found wintering (1852-53) two miles S.E. (true) of Point Barrow, called by the natives Noo-wook.

Parties falling back upon that point are recommended to travel along the low chain of sand-pits lying off the coast, as the most direct line.

The natives on the whole are not unfriendly, but must be dealt with cautiously to avoid surprise.

April, 1853.

ROCHFORD MAGUIRE, Commander.

The movements and position of the "Plover" after July 1853, will altogether depend upon further instructions or intelligence from the Admiralty.

These papers will be distributed by a Sledge-party, under the conduct of Commander Maguire, of H.M.S. "Plover," engaged in examining the coast between Point Barrow and the Return Reef of Sir J. Franklin.

ARCTIC EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN.

THIS paper is printed for distribution by the natives of Point Barrow among the Eastern Esquimaux at Barter Island, with the hope that it may fall into the hands of any persons belonging to the Arctic Expeditions who may be on or near the coast.

Should this hope be realized, the parties will learn that the "Plover" has wintered (1852-53) at Point Barrow, called by the natives Noo-wook, where it has been ascertained that only H.M.S. "Investigator" was seen passing to the eastward of Return Reef in 1850, and the "Enterprize" in 1851.

Although the movements and position of the "Plover," after being released from the ice, will altogether depend upon future instructions or intelligence from the Admiralty, it is almost certain that she will remain here another winter, unless further information is obtained.

The natives on the whole are not unfriendly, but must be dealt with cautiously to avoid surprise, and are not to be trusted when in large numbers.

ROCHFORD MAGUIRE, Commander.

NOTICE TO BE LEFT WITH THE NATIVES OF POINT BARROW.

THE "Plover" arrived at this place, the native name of which is Noo-wook, on the 3rd of September last, wintered here, and left for Behring Straits in August 1853, for further orders. If she does not return hither she will probably be found at Grantley Harbour next winter.

The only intelligence obtained of ships is, that the "Investigator" in 1850, and the "Enterprize" in 1851, on their passage to the eastward, were visited by the natives.

The natives here have proved on the whole friendly, but they are not to be trusted by an unarmed party.

ROCHFORD MAGUIRE, Commander.

H.M.S. "Plover," August 1853.

No. 2.

Commander ROCHFORD MAGUIRE to the SECRETARY OF THE ADMIRALTY, London.

Her Majesty's Discovery Ship "Plover,"
Port Clarence, 23d August 1853.
(Received 16th December.)

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I sailed from the upper anchorage at Port Clarence at 4 A.M. of the 22d of August; and previous to clearing the heads I had the good fortune to meet Her Majesty's Ship "Rattlesnake," whose number I was enabled to report to Her Majesty's Ship "Amphitrite."

With Captain Frederick's permission, I have returned to the "Rattlesnake" the provisions and stores he had provided us with, much to his own inconvenience, and taken in an adequate proportion of the liberal supplies sent from England.

Having received every assistance from Commander Henry Trollope that could be given, I am now on the point of again taking my departure for Point Barrow, where I hope to reach early in September, if not stopped by the ice.

I cannot sufficiently express my satisfaction at thus opportunely meeting the "Rattlesnake," nor too much admire the judgment and expedition with which the passage out has been effected.

I have, &c.

ROCHFORD MAGUIRE, Commander.

No. 3.

ARCTIC SEAS.

NARRATIVE OF COMMANDER MAGUIRE.

IN accordance with my last communication, I proceeded to sea from Port Clarence on the morning of the 21st of August, and with a favourable breeze passed through Behring Straits by the eastern passage, on the following day at noon. A succession of contrary winds delayed our progress to the N.E. to a much greater extent than was considered favourable to ensure our complete success of rounding Point Barrow, at that advanced period of the season.

In our passage to the northward we passed several whale ships cruising in squadrons, a caution they seem to have prudently adopted, for the benefit of affording mutual assistance in the event of disaster. Their success up to that time seemed to be indifferent, and we have been since informed by natives from Point Hope, that whales have become very scarce on the coast, since the ships have come in pursuit of them. The last whale ship (French) seen by us was on the morning of the 25th August, in latitude $69^{\circ} 30' N.$, longitude $167^{\circ} 43' W.$, carrying all sail to the southward. We soon afterwards made the ice in heavy floes, and tacked in-hore to ascertain its distance from the land, when we found the contrary winds had done us good service by opening a free passage of from ten to fifteen miles, in which we beat to the N.E., making but slow progress until the night of the 2d September, when a slant from the southward, with a fast-falling barometer, warned us that a change of weather was at hand. Our distance from Point Barrow, now reduced to fifty miles, I thought we could accomplish before the ice set inshore, and therefore pushed forward under all sail and rounded it at the distance of one mile, on the following day at noon, September 3d.

The approach to the channel leading between the sandy islets, that form the protection we were about to seek for the winter in Elson's Bay, was found, contrary to our expectations, shoal and intricate, making it necessary to anchor the ship and sound out the passage. If it was found not to afford sufficient water, of which there was a doubt, our position was not one to lose time in, shut out, and close down on an exposed shore, with a gale coming on that would soon have loaded it with ice. Having ascertained, as expeditiously as possible, that there was about nine inches to spare across a shoal before we got to deep water, the anchor was weighed, and after making a few tacks, the narrowness of the channel and the ship taking the ground twice, made it advisable to anchor and kedge under shelter of the spit. A fortunate turn in the current enabled us to effect this, as by the time the warps had been run out, the gale had increased so much as to render it unsafe to trip the anchor; however, finding a

strong weather current setting, it was weighed, and the ship warped into a wild looking anchorage for protection, in a gale of wind, no land being visible, except the low sand spit of Point Barrow and the islet adjoining, not more than five feet above the level of the sea, which broke over them with great violence during the height of the gale. These are again guarded by the shoals lying off, on which the drift ice grounds, making the anchorage when gained secure, but difficult of access or egress. Daylight next morning showed us how fortunate we had been in getting shelter; the gale, now veered to west, was unabated; the sea broke heavily over the shoals passed yesterday, and against the sandspits to within a short distance of the ship, whilst the offing was encumbered with heavy ice, becoming gradually closer with the gale. As we found a strong current setting to windward, I had no doubt of the ship holding on, although the confined space of the anchorage did not admit veering more than thirty fathoms of cable. In the afternoon the gale began to moderate, and on the following day the ship was moved to a more secure berth, near the position selected for winter quarters, where we remained until the ice set fast on the 24th September.

A succession of strong gales and thick weather for the following week retarded our preparations, consisting chiefly in collecting driftwood, not found here in any abundance. From this material the plank for housing-in was sawed, and the remains stacked for the winter firing. Advantage was also taken of every opportunity to send a boat to sound the channel, knowing the difficulty of the task after the ice had formed, and on its breaking up we should be too anxious to move with it, to have time for that purpose. On the 25th, pancake ice began to form in the bay, and drift out rapidly with the current. A party was sent to haul the launch up on the adjacent islet, to be out of reach of the natives; this service was performed by Mr. G. T. Gordon, mate, who, when returning in the gig with a fresh and favourable wind, was unable to push his way through the young ice, and was carried in it through the passage into the offing. In this distressing dilemma a second boat was lowered, in which Lieutenant Vernon promptly volunteered his services, and by running off 700 fathoms of whale line the gig was reached, now carried some distance off the land. By this means they were enabled to reach the spit, although they had another narrow escape from being carried out, by the line parting when they were close to it; fortunately, one of the men was sufficiently quick to heave the end amongst a crowd of Esquimaux, drawn to the spot by witnessing the state of our boats, and they hauled them up, where they had to remain for the night, the ice being now too strong to allow us to haul the boats through it, and not sufficiently firm for the people to walk on board. During the night the ice moved but once a short distance, then set fast, and in the morning we had the satisfaction of receiving our boat's crew on board, after experiencing a degree of anxiety for their safety that is not easily described.

The following days were occupied in sawing a canal towards our winter position, which was much delayed by unexpected movements in the ice, undoing our work when nearly completed; and on the 30th at 10 P.M., we were tracked up it by about 70 natives, men, women, and children, whose shouts and exclamations of surprise gave animation to the whole scene, and made it one of deep interest.

Our time was now busily occupied in making the usual preparations for passing a winter in this rigorous climate, which we had thus early observed symptoms of. A temporary house was erected close to the ship, to receive our deck-load of provisions to enable us to have them clear, for the crew to take exercise when the state of the weather would not admit of their leaving the ship, and an observatory for the reception of the magnetic instruments was constructed from ice alone, which answered the purpose perfectly for eight months.

These arrangements were completed by the 20th of October, when the necessary winter routine was established for an economical expenditure of fuel and provisions, with due attention to order, cleanliness, occupation and amusement, to lighten as much as possible a time confessed by all as being depressing and monotonous. Many valuable hints on this subject were gained from the works of Captain Parry, in following whose example I considered we could not err; taking advantage of his experience, the masts and yards were kept in their proper places, affording a better mark for seeking the ship from a distance,

bearing in mind our being here in expectation of parties falling back upon us for safety; and as the land is very low, and in winter it may be said not visible, the ship made a fine object, being discernible in clear weather at the distance of nine miles from every direction.

Deeming it a matter of importance that the "Plover's" position at Point Barrow should be known as far to the eastward as possible, and also wishing to ascertain whether Dease's Inlet would afford shelter for any vessel that might at any future time be desirous of wintering there, I took the earliest opportunity of making a boat excursion to perform this service, and left the ship on the morning of the 21st of September, in the gig, accompanied by Mr. T. A. Hull, second master. Steering off the land into five fathoms, we passed a good deal of sailing ice, and proceeded E.N.E. over an even bottom of from five to six fathoms, with the wind from the S.E.

Changing our course to the southward we got entangled among a series of sand spits, when, taking to our oars, we steered along the outside of the largest island of the group, which we then supposed to be connected with the main land about Point Christie, but was afterwards found to be one of the very low chain of sandy islets running along this coast. As I suspected this was taking us to the eastward of the inlet, I landed to ascend the highest part, to see how much farther it extended, and found a second island running in the same direction. The water being too shoal for hauling the boat up here, we stood out into deeper water, and at length succeeded in hauling the boat up for the night on the second island. During the night a strong breeze sprang up from the N.W., with a temperature of $+30^{\circ}$.

Knowing we had run our distance for Dease's Inlet, I was not a little puzzled to know where we were, as I could scarcely fancy it was possible to lay down this coast without noticing these islands.

On the following morning, our observations being complete and the boat loaded, and now concluding that Dease's Inlet must be looked for to the southward, and first erecting a conspicuous mark on this place of the "Plover's" winter position, we steered for a point of the main just visible S.W. (true).

This proved to be Point Christie, where we landed in time to get the latitude at noon. Its higher part does not exceed ten feet above the level of the sea; and here we erected another large mark. The season now seemed to be so far advanced that I was in doubt between crossing the inlet and returning to the ship; but, as I considered my object would not be carried out without placing notices on Point Tangent, I determined to cross it, and started with a fine leading wind from the northward. In two hours we reached the eastern shore, which is even more shoal than the western—the water about Point Tangent being so shallow that our boat could not be got within a cable's length of the beach.

Having now found that the greatest depth of water to be obtained by sounding directly across Dease's Inlet was eleven feet only, with its shores extremely shoal, I considered the question settled that no vessel could find winter quarters there; and, after leaving the proper notices, started on our return to the ship. Sludge ice was observed on our return to be forming in all the small bays, the temperature having fallen to $+19^{\circ}$, warning us that the open season was nearly at an end. Passing the night in the same place as the previous one for the sake of the drift wood, we left the next morning with all haste for the ship, which, with a fine breeze from the northward, we reached by noon. Twelve hours after our return it was reported to me that the ice was drifting past the ship.

A further examination of Dease's Inlet was afterwards made by Mr. T. A. Hull, second master, in the month of May, in continuation of a survey of this coast from Point Barrow eastward.

The southern shores of this inlet, which had hitherto been left blank on the chart, were now traced. It was found to extend in a S.W. direction for a distance of twenty miles, its breadth at the mouth being eight miles, and terminating in a shoal bay. The S.E. shore is much higher than the rest, one cliff there being as high as twenty-four feet. Four inconsiderable rivers empty themselves here—two on the eastern, and two on the western shore.

The chain of islands which, commencing at the "Plover's" winter quarters, closely abut on Point Tangent, the western part of which was discovered by Captain Moore, and denominated by him "Plover's Group," has been found to be ten in number (on but two or three of the largest of which is there the slightest sign of vegetation), running in a line almost parallel with that of the

coast, or E.S.E. and W.N.W. (true) from Point Barrow to Point Tangent, where they terminate, the only channel between them of sufficient depth for a ship being the one by which the "Plover" entered.

From the time of our arrival at winter quarters situated two miles E.S.E. (true) from the Esquimaux settlement on Point Barrow, called by them Noo-wook, we found this people, contrary to our preconceived opinion, very troublesome and unfriendly. To such an extent did this feeling exhibit itself, that it would have been prudent to remove from their vicinity (particularly as we had received more than once unmistakable hint to that effect), had circumstances admitted it; but, as we occupied the only spot of deep water to be found on this part of the coast, it became necessary to put up with the evil, hoping that time and a better knowledge of our character would improve their conduct, and I had no doubt our wintering amongst them would eventually be attended with beneficial results. The commencement of our intercourse was attended with many unpleasant circumstances. No single boat's crew could be at any distance from the ship without being pilfered from in the most daring and barefaced way; and upon every trivial, and often without any, occasion, their knives were drawn upon our men, who, although armed with muskets, had strict orders in no case to make even a show of them, unless obliged by necessity, as I thought recourse to that force was to be avoided when a good feeling in favour of any of our missing countrymen, who may at any future period be in their power, was the object sought. Carrying out these views to the extent of not showing our arms was not appreciated, as they mistook forbearance for timidity; and, at the request of two officers going with a watering party to the village, to carry their guns nominally for the purpose of shooting small birds, the show of them was found to have so good an effect that it was adopted on all future occasions, although we were obliged to cease sending for water after a few turns, there being always some unpleasant display of feeling on their part that was best avoided when possible.

Whilst occurrences such as I have mentioned were taking place daily with our parties away from the ship, the difficulty of dealing with those collected about her was sufficient to employ all the people left on board, exclusive of the pressing duties of the ship, with a small crew, at this season.

About the 15th September, they appeared to be returning to their winter huts, from their usual summer's excursion along the coast to the eastward, and, as the ship lay in their direct track, we had a visit from all of them, including also the Cape Smyth tribe, being the two most numerous on any part of the coast numbering together about five hundred. As many as seven or eight large u-mi-aks arrived daily for eight or nine days, containing their summer tents, families, dogs, and sledges, &c.: they appeared perfect strangers, and looked in amazement at us and the ship. They brought with them a small quantity of fish and venison: with the latter they parted reluctantly, and seemed to prefer begging and stealing (in which they were most unscrupulous) to any kind of exchange.

On the morning of the 17th I was informed that a large u-mi-ak had come alongside, and the crew had forced their way on board. As this was not an uncommon case, I thought nothing of it when I found that Lieut. Vernon was attending on deck. He soon came down to inform me that the chief of the party had a musket, and was very anxious to get gunpowder in exchange for venison. This piece of information I considered the worst I had received amongst many unpleasant circumstances that I had experienced, feeling that we could not remain amongst them if they had fire-arms.

It will be proper to state here that we have at a very late period of our stay identified this chief as the same who followed and annoyed Commander Pullen at Point Berens in 1849, full particulars of which are given in his journal.

As he expressed a wish to see me I went up, and found a large, powerful, elderly man, with a peculiarly bad expression of countenance. He had a Hudson's Bay musket, with the name of Barnett on the lock; it was a good deal worn, but fit for service. He had a powder horn hanging hunter-fashion under his left arm, but pretended to have neither ball nor shot, for which he was most pressing, and would not dispose of anything except for ammunition. This, as a matter of course, he was not supplied with. I saluted him with much friendship, made his wife a present, and took him down to my cabin, where I made him a present of tobacco, and satisfied his curiosity about the ship below. Then I took him on deck with the idea that he would go away, but nothing

seemed further from his thoughts. He remained about the decks and slipped down the hatchways on to the lower deck several times—a part of the ship they have not had access to during any period of our stay. During the forenoon several u-mi-aks arrived alongside the ship, discharging their crews in swarms on our deck, so as literally to crowd it for the day. They were allowed every freedom consistent with their known propensity for stealing; but some, bolder than others, were difficult to deal with. One man attempted to force back the after ladder doors, and my stopping him brought about a slight scuffle between us. That did not seem to have satisfied him, as he soon afterwards came in contact with the quartermaster of the watch, a quiet but rather short tempered, powerful young man, who, before anybody could interfere, gave him a lesson he will not soon forget; he dealt him fair English blows about the head, each of them sufficient to stun any one except an Esquimaux; but he received them until it had the effect of quite taming him, when he was put over the side in the presence of at least sixty of his countrymen, few of whom offered to interfere, and the remainder looked on with indifference. About noon, when at my particular desire, three parts of the crowd went away, the remainder were evidently detained by the old chief, whom there was no moving out of the ship without having recourse to force, and this I had no intention of, preferring to wait until he got tired of his visit, and this seemed unlikely for the present, as he hailed three u-mi-aks full of people to come alongside. I heard the word "tawac" (tobacco) used very often, I supposed as the inducement, and the children I observed had been sent away. It occurred to me they might have thoughts of pillaging the ship, their numbers to ours seeming so overpowering. In order to be prepared for anything of the kind the men stationed on deck were sent down one at a time to arm themselves with pistols to be kept out of sight in their breasts, in the event of a simultaneous attack being made with their knives, all being provided with good ones and adepts in their use. When the men were all armed I was satisfied to wait the result. A silence seemed to prevail, as if they had not decided what to do, and whether they had or had not meditated any mischief beyond stealing as much as they could; they attempted nothing, and went away as night came on, leaving the old chief with his own boat only. He had continued to range about the ship in the most insolent way, and I think it reasonable to suppose it was only the fear of our fire-arms that kept him from mischief. When left by himself I was cautious not to urge his going away, as I had done when there were seventy people with him, but letting him choose his own time he remained until 7 P.M.—a visit of twelve hours. When he was gone I was so thoroughly tired and provoked, and knowing that every person in the ship must be suffering in the same way, it became necessary to adopt a different system, the number of small articles stolen during the day, notwithstanding all our vigilance, affording sufficient pretext for the change. All work was stopped the next day, and an efficient arrangement made to allow only one boat's crew on board at a time, and whatever dissatisfaction it might give, it was necessary to adopt it.

It seems necessary to mention here the difficulty of keeping a numerous tribe of natives out of a vessel like the "Plover," as the ice chocks make a convenient landing-place on the outside, not more than four feet from the water, running the whole length on both sides, where they mount in all directions, and in some cases when prevented they cut at our men's legs with their knives, and in one or two instances cut through box cloth trousers. Whilst the knives of some were engaged in this way, those of others were busily employed cutting the lead scupper pipes out of the side; the nails of the copper were proof against them, but no part of the side escaped their attempts. From this cause it became necessary to cover all the parts assailable outside with a sheathing of wood, and after the ship was frozen in she was enclosed round with a chain rove through posts fixed in the ice at the distance of seven yards from the side. This arrangement, although very unpopular, was found most beneficial.

The day succeeding the one last described the chief was observed sitting on the spit close to the ship, and I was told had hailed the ship as if he wished to be sent for. This I thought too good a joke. He was soon afterwards picked up by his own boat and came alongside, but to his surprise was not allowed on board, as so many things had been stolen the previous day. During the time he was standing on the gangway the crew happened to be cleaning, discharging, and reloading their arms, and examining the two carronades, at which he seemed

to stare a good deal and went away. Several u-mi-aks arrived alongside, as usual, during the day; but none of the crews were allowed on board. Some bartering was carried on and a few presents made to them, but they seemed to prefer adding to their stock by stealing to any exchange.

The following morning we had another early visit from the chief, accompanied by some other leading men. They brought, as a peace offering, all the articles stolen from the ship for several days. This I considered very satisfactory, and permitted them to come on board; they remained the whole day, but their conduct was altered very much for the better, particularly the old chief, who was now content to remain on the quarter-deck, to which they were restricted. I think the display of our cleaning arms before the chief on the day previous, led him to imagine we were intent on doing them mischief, and seemed to account for this sudden change in their manner.

The system of keeping them out of the ship except with permission, and then to a very limited number only, being once commenced, it was continued throughout our stay; and although it was very difficult to make them understand the necessity for it, which made it disliked, and was the cause of some ill-feeling towards us, it was impossible, through their numbers and want of honesty, to adopt any other course. At first we endeavoured to explain to them that we wished all to come on board in turn, but so far from entering into this view, those who were admitted and remained the whole day, would invariably be the first alongside on the following morning, and be the most clamorous and least satisfied of those not admitted. These disappointments at not being allowed on board, were retaliated in one or two instances by parties landing and carrying away our drift wood collected in a stack on the spit near the ship; this was found too laborious a revenge for them, and fire was tried, but a boat being sent they pretended it was an accident, and did not repeat it.

On the occasion of our cutting into winter quarters, our men being of necessity much spread about on the ice, and frequently surrounded by three times their number of natives, much caution was necessary to prevent the tools from being stolen, and many slight squabbles took place between our men and theirs in consequence of their playing them tricks and trying to trip them up. On these occasions they always selected those of our people, who, from their appearance were least likely to resent their jokes, and in some instances they found they had mistaken their men. Points of this sort were the most difficult for a commanding officer to deal with, as it was not possible for him to prevent the provocation, and when not resented the motives were misunderstood.

A more serious affair took place on board the ship; the officer in charge, Mr. Hull, second master, in keeping back a large powerful man that attempted to force his way over the side, had a knife drawn on him by a friend of the other's on board the ship, who immediately called out for the women and children to retire. Mr. Simpson the surgeon was standing near, and very soon produced before the man with the knife one of Colt's revolving pistols, and explained to him the use of its six charges, which had the effect of keeping them very quiet for the remainder of the day. I met the women and children retreating over the ice ahead of the ship, and thought something must have happened, although they told me they were going home to dance. A chief arriving at the same time re-assured the retreating party, when we explained to them that if they used knives we must use guns, but otherwise we wished to be good friends. Similar squabbles took place frequently whilst our men were employed building the storehouse; knives were drawn as usual, and in two instances the women and children were sent away. This was a cause of a good deal of anxiety with me, as our men being unarmed were very much at their mercy under such circumstances, and in the event of arming them, more forbearance was necessary than some of them would have been found to possess, from the frequent provocations they had received in return for the usual kindness and good nature that characterize seamen. On giving the subject every consideration, and seeing that it must excite an unpleasant feeling for our men to have knives pointed at them without a means of defence being at hand, the quarter-master of the watch and two petty officers of the party working on shore were armed with pistols, but properly cautioned not to produce them unless under circumstances of necessity, as I hoped the mere knowledge of their having them would be sufficient. Of this we soon had an instance. One of them played off one of their usual practical jokes on one of our men by kicking him in the back of

the knees when carrying a spar, for which he was rewarded with a blow on the face; he then drew his knife, when the corporal of marines coming up, and being known to have a pistol, the offender ran away. These sort of annoyances continued as long as our men had work to do outside of the ship; and when the natives were collected in any numbers, the difference of character displayed by them when so, and the reverse, is worthy of remark. In the former case they are bolder and overbearing, and when meeting with parties gather round them, and apparently in a half playful way, commence shoving them about and feeling their clothes, when, if they fail in getting what they want given to them, they help themselves, and with their knives soon remove any buttons that happen to be bright. This was all done and the offenders mixed up with the rest, enjoying the thing as a good joke before our people could look round them. On the contrary, when they are in small numbers, they are not like the same people, but seem quiet, harmless, inoffensive, and obliging; even while displaying these good qualities, should their numbers become increased, they lose no time in throwing off their assumed humility to join in any plunder going on.

In landing our provisions, I was particularly careful to point out to the chief and other leading men, that nothing was going on shore, the nature of which they could not see, except salt meat, which was really the case, and this I knew they would not eat if it was given them, and on the day that all was landed, and the house locked, I showed them the carronade, pointed at it, and told them it was to keep thieves away, thinking that a show of preparation would have the effect of saving us from any attempt at robbery on their part; but I have every reason to believe that some of those on board at the time were leaders in breaking into it three nights afterwards, when fortunately three small sails (ship's) were the only things they succeeded in taking away. A case of flour contained in tins, belonging to the officers, had been opened, but not found to be tobacco as anticipated, and not liking to go away empty handed, they had taken the sails. I was quite unprepared for this theft, which was effected in the night, notwithstanding a strict watch had been kept from the ship and the house was visited every hour, as I had been told by the officers of the ship acquainted with their character, they would never attempt anything greater than pilfering small things lying about. This there was no remedy for, except keeping a good look-out. Now they had commenced on a large scale, I had to consider the best mode of checking them before anything of a more serious nature should be attempted.

A slight show of fire-arms in the way of intimidation in all our former cases, had the effect of restoring the stolen articles, and with a view to the same effect, I had a small brass three-pounder mounted on a sledge, intending to threaten them with a visit if the sails were not returned. By the arrival of a native, who came every morning with dogs' food, we were informed that, during the time of sleep, some people had committed the robbery, showing plainly that the affair was well known at the settlement. Our people had in the meantime tracked them on the snow to within a short distance of it, when the sails had been opened and most probably divided. About 9 A.M. the chief came down, assuming a very determined air, with his musket slung across his shoulders to offer his assistance, and go with us for the recovery of our sails; but as he proposed leading us to Cape Smyth, where he said they had been taken, and stoutly denied their being at Point Barrow, his services were declined.

I must mention here that this was the common excuse with them, when anything was stolen, they invariably pointed to Cape Smyth, and said the things had been taken there. It became so well understood at last that no notice was taken of it, particularly in the present instance.

The chief, after some hesitation, came on board, when it was explained to him that we were quite aware where the sails were, and if they were not restored, I should take the gun (which I showed him mounted) to their settlement to look for them; at the same time I thought the opportunity of having his musket in my power too good a one to be lost, and took possession of it, telling him that when he had brought back everything that had been stolen from us, it would be returned quite safe.

This appeared to place him in a serious difficulty, and after repeating the Cape Smyth story a good many times, he returned to the town, and we went on with our work as usual, intending to wait the result of his interference. In about two hours he came again with some evasive story, that they were going to bring the sails down. He remained outside the ship evidently much disturbed but

not mistrustful; there were also a few others, women and children, and one sledge.

We now observed with our glasses an unusual stir at the settlement. In the first place, some women and children were seen moving across the bay to Cape Smyth; afterwards the men were seen advancing down towards the ship, in three single files, armed with their bows and arrows and quivers. I fancied at this time I saw spears also, but did not observe them afterwards. The leading men were discharging their arrows ahead of them as they advanced, picking them up again as they reached them, which satisfied me their visit was not friendly, and my mind was soon made up to keep them in check at the distance of musket range, by firing over their heads, wishing above all things to avoid taking a life, unless under some urgent necessity. Our small force, forty-one in all, was placed under command of the officers appointed to guard the gangways, poop, and forecastle; and previous to their getting within range, a blank charge was fired from our eighteen-pounder carronade, and the three-pound brass gun, which had not the effect of dispersing them, as I expected, and when within musket-range, we commenced firing over them from the forecastle. This had the effect of dispersing them under shelter of the spit about fifty yards from the ship's bows. At this time one of the chiefs, who had been on board frequently and treated with every kindness, made a rush down ahead of the ship followed at first by others; but when he found the balls whistling over his head he dropped on his face to avoid them, running a few paces closer to the ship, threw down his bow and quiver containing seventeen arrows, four of them with barbed iron heads. This man had become very unpopular with the crew from some uncivil acts of his, and I have been able to understand since, that although the order to fire over his head was carried out, this direction was very much infringed upon. A few now extended themselves under cover of the house, but as a constant fire was kept up in that direction, not many attempted to reach it, and a round shot being fired so as to graze it, had the effect of dislodging them. At this time a false alarm was given, that they were breaking down the house and carrying things away. I was on the forecastle, and on hearing the report, ordered the man next me, a marine, to fire at a man then escaping from under cover of it, and from the sudden way he seemed to fall and kick out his legs, I thought he was killed. Immediately afterwards the report was found to be incorrect, and no more shots were fired at them; and I had the satisfaction to find out that the man fired at (the only instance) was not killed.

As the chief, who had been lying concealed under an ice hummock not far from the ship, and who I suppose now saw no chance of gaining an advantage over us with his numbers, showed himself and beckoned them back in a most energetic manner, causing a general retreat, and as our masthead afforded a commanding view, I was glad to find that they were all able to use their legs quite as well going home as they did coming out.

Although this affair would give them a poor idea of us as marksmen, not appreciating our motives, I considered that some of them heard the ball sufficiently close to their ears not to wish for a repetition. Mr. Simpson, the surgeon, counted seventy-one, and allows himself to have overlooked ten; he computes the number at eighty, besides several stragglers, a computation I consider as near as could be obtained.

The chief, with another man, stayed about the ship for some time; but as no compromise short of the immediate return of our stores was contemplated, he was not allowed to remain long. My having his gun was an advantage I could hardly have expected, and as its value to him was far greater than anything they had stolen from us, I was content to wait the result of his interference, in the meantime not allowing any of them within gunshot until everything was returned.

On the following day we had a pacific message, to the effect that they were all asleep that day, but on the next all our things would be brought down. They had not left the spot they had advanced to, when I took a party away from the ship to try the range of the gun in a sledge, and to find how it would answer. I was glad they saw us manœuvring it, and as they still remained after motioning them to go away, a musket was fired wide of them as a hint to be off and report what they had seen, which I hoped would have the effect of quickening their movements, in returning our sails. At 7 A.M. on the following day, the chief, with seven natives and a sledge, brought down the sails,—a maintop-mast staysail, and mizen trysail, and a boat's cover, all much worn and of no

importance to us; but the act was the same and required checking, lest other things we might feel the loss of should be stolen also. I was told the party seemed in evident trepidation. The sails had been cut into several pieces, adapted in size for their u-mi-aks' sails, and had been served out amongst the party. This would account for the difficulty the chief had in getting them returned, without having a slight brush for them previously. All the pieces were most ingeniously drawn together by the women, who had been employed the previous day and night about them, which occasioned the day's delay in their being returned. As it was necessary, while we were settling matters, to have a full restitution of everything stolen from the ship and boats since our arrival, a careful inquiry was made to find out every missing article; and as these included almost all the ironwork of the launch, which had been cut almost to pieces in the most vexatious way while turned bottom up on the adjacent island, I was the more disposed to push this point. When the full extent was known, the chief was acquainted that everything must be returned previous to his getting his gun, or the natives allowed to come near the ship. He then left and returned next morning with every missing article, when his gun was restored to him, and the natives came about us as usual. I had the curiosity to examine the charge of his gun whilst it was in our hands, and found it as well loaded with ball as we could have done ourselves, although he had previously told us he had no ammunition.

I made him a present of tobacco for his trouble, as I believe he was a partaker in the robbery, and I gave one of his wives a knife, as she had been very industrious in drawing the sails together. He made us understand that he had been obliged to give the knife, as well as his authority, to compel some of the thieves to give up their share of the booty. I was glad to have got the upper hand of them without any further trouble on our part, as, independent of the more important motives before mentioned, our own travelling parties might be seriously inconvenienced from being at variance with them.

Notwithstanding these considerations it is most necessary for our preservation with such a people to establish respect from them by a moderate resistance upon any undue encroachment on their part.

Had we not been employed on a service essentially of peace, I should have taken a party up to their settlement in the way of retaliation, on finding they had broken into our store. I am not certain that it would not have been the better plan in the present case, as kindness and forbearance are not understood by them, particularly after being fired upon once or twice without receiving any injury, they are likely to form an erroneous opinion as to the power of fire-arms, many of the present party, including the chief, being the same who followed Commander Pullen so pertinaciously along the Return Reef of Sir John Franklin, when the system of avoiding firing at them was adopted until the last extremity, and with the same good fortune in not sacrificing any lives. As an instance of their ingratitude, I found many who were engaged in the robbery of the house were of those who had been allowed on board every day, and had received considerable presents with the view of making friends of them in the event of our requiring a kindness in return. Whilst our misunderstanding was unsettled a further enclosure was marked out to include the ship, house, and observatory. Round this a stout hawser was supported on small triangles, and in no instance during the remainder of our stay was this boundary, which necessity had given us good excuse for establishing, allowed to be infringed upon. A few troublesome characters, such as will be found in all large communities, gave annoyance occasionally for a month or two by shoving each other purposely inside the boundary. When finding their tricks provoked hard blows, little more trouble was given in this way.

Out intercourse from this time went on smoother, and the Esquimaux, feeling themselves in error, seemed to make many friendly overtures to regain our esteem. Some of these consisted in bringing down their tambourines alongside, and dancing and singing in large numbers. In this they had, in some degree, anticipated my intentions, as the officers were at the same time engaged in printing a notice for the lower deck of a "Native Dance," intended to be given in three days' time, with the view of showing them we bore no ill-will, and wished for a friendly intercourse; and as it was to be the commencement of our winter festivities, and headed "Great Novelty," it had the desired effect of producing amusement amongst the crew.



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At 4 p.m., October the 28th, our visitors were admitted to the number of seventy. After they were made to seat themselves round the deck, the entertainment commenced by serving each with a little tobacco; then our musical instruments (a violin, cornopeian, drum, and triangle) played a lively air, which caused a general exclamation of wonder and pleasure, most of the party now hearing them for the first time. This was followed by a request for them to dance, and being supplied with a drum they willingly complied. Our seamen danced in their turn, and in a little time the natives entered fully into the spirit of the amusement, stripping off their skin coats and dancing naked to the waist with the temperature at $+6^{\circ}$, showing the state of excitement they work themselves into, as the male performers shout in a wild triumphant manner, and all the lookers-on join in a chorus and become as much excited as the performers: their appearance makes a scene as savage as can be well imagined. By 10 p.m. the party broke up, all appearing to have had dancing enough; the whole company seemingly pleased with their evening's amusement. When we came to take down a few flags that were hung under the housing for ornament, it was vexing to find several large pieces cut out of them as if in handfuls. The chief and some others remaining appeared sorry, and promised the pieces should be returned, which was faithfully done the next morning.

On the following day I paid a visit to the village, accompanied by Mr. Simpson, the surgeon. We were followed by several idlers from about the ship, who, as we neared the huts, spread the report of our arrival, which soon caused a great crowd to gather round us following to the chief's hut, where we found him on his housetop ready to receive us. The winter huts were now covered with snow; the chief's stood about five feet above the ground, with a square opening at one end, into which we followed through a low dark passage sloping downwards for five or six yards, when we stood beneath the opening in the floor of the inhabited part of the hut. It is circular in form, just large enough to admit one person at a time. Passing through it we stood upon a smooth boarded floor, about 16ft. by 10ft.; the roof was seven feet high, and in the centre was a small square skylight, covered with transparent whale membrane.

The transition from the daylight and glare to the dark passage was sudden, and in some degree prepared our eyes for taking in at the first glance the appearance within. We were placed in the centre of the hut; the chief, with a wife on each side of him, sat opposite to us. There were four or five young men, and two women with children, lying about the floor, all naked to the waist, the children perfectly so. The first breath of the interior was rather offensive, but we soon got accustomed to it, and as the temperature was already high, being followed by a number of men whom it seemed impossible to accommodate in so small a space, it soon became insufferably hot, when the temperature was easily reduced by cutting a hole through the skylight, which made a very agreeable and necessary change in the air we were breathing.

Our visit seemed to give great satisfaction, and was commenced with a smoke, according to their method of doing everything. For the remainder of the time, about an hour, I endeavoured to find out from them how far the nearest winter settlement of natives was east of this place, with the view of communicating with them before the severity of the winter set in; but I could not make out anything very clear from them. We have a great difficulty in making them understand that our business is not bartering, as their ideas do not extend beyond that, although from our constant repetition they appear to be aware that we are waiting for two ships that have gone far away into the ice. The chief's was the only house we visited, and returning across the bay to the ship we were accompanied by a young man and a boy, who talked a great deal more than we could understand; but the former, in explaining to us the sort of tobacco that had been given him on board a ship, twisting his fingers together to describe American twist, or negrohead, led us in his description of the vessel to believe it might have been the "Investigator" or "Enterprize" leaving the ice this last season, but we were afraid of giving way to our credulity in supposing it to be either of them. As they willingly accompanied us on board I was glad to avail myself of Lieutenant Vernon's knowledge of the language to sift their story more thoroughly. He allowed them most patiently to describe all they had seen in their own way, and eventually ascertained that the ship they were on board of had diagonal decks, and an ice-

chock larger than the "Plover's." The illuminators in the deck they remarked were square; these are the points that seem to have caught their attention, and were sufficient to show that they had been on board one or other of the ships, but when the captain was described as wearing spectacles Captain Collinson was identified. The remaining point of importance was, that she was gone to the eastward the summer before last (1851), agreeing with the time the "Enterprize" passed. In the spring of this year I stood on the point from which she had been boarded, with the native who gave this information. It is Cape Governor Simpson, and forms the western point of Smyth's Bay, distant about forty-five miles to the eastward of Point Barrow. The "Enterprize" seems to have been delayed off it with light winds, but on a breeze springing up she was lost sight of to the eastward. Two umiaks got alongside of her, and the people speak with pleasure of the presents they received, and it is worthy of notice that a particular kind of tobacco with which we know the "Enterprize" to have been provided, led to a voluntary description of their having boarded a ship, affording more information in a few minutes than all our inquiries of the chiefs and others in several months had done.

After some experience with them we found more information was obtained by casual observations of their own brought about by something they might happen to see or have shown them, than by asking direct questions, as it seems difficult to lead their thoughts from the passing events around them.

On the evening of the 5th November the crew had a little recreation with the immolation of Guy Fawkes, and the natives, being told that he was a "big thief," were at great pains to get an opportunity of expressing individually that they were not thieves, which was very amusing, and seemed as if they expected to be treated similarly. The ceremony concluded with a rocket, on which they retired to a distance in dismay, and were evidently much impressed with the whole proceeding. They were afterwards gratified with a dance on board, which seemed to restore their confidence, and closed the amusements for the day.

As some of the crew had expressed a wish to see the Esquimaux village, and understanding there had been an invitation from one of the chiefs to witness a dance, I gave eight men leave on the afternoon of the 21st of November. All went well with them until one of our party, a quarter-master who had been obliged to handle one of the natives rather roughly on his attempting to force his way into the observatory, was recognised by his old antagonist, who became furious with passion and immediately attacked him, but was prevented by others from using his knife. He then endeavoured to get some of our people to his hut, who seeing he had some weapon concealed in his sleeve declined, when several of the Esquimaux hustled and tripped up our men, who still had protectors sufficient amongst the crowd to bring them away in safety. One man, the carpenter's mate, who by some means got left by his companions, was seized round the arms by two men, whilst the man who attacked the quarter-master picked his pockets of some tobacco and beads he had taken with him for the kind purpose of distributing amongst them. The chief was very much put out by the affair, and tried to get some of our people to his hut; his great aim being to get gunpowder, I suppose he fancied this display of feeling would not be favourable to his wishes.

After this attempt at a friendly intercourse, we all ceased going to the village for upwards of two months; when seeing no inclination on the part of the men to renew their visit, I found if we pursued the system of holding back, a valuable opportunity would be lost of acquiring a knowledge of their habits which it would be interesting to become acquainted with, and for this purpose the officers again went occasionally to the settlement, taking care to go with some influential man who kept away those inclined to be troublesome.

This was again very soon put a stop to, by our not allowing the man to come to the ship who had behaved so badly when our men were at the huts, and in enforcing this measure we went near to having another affray with them. He had been to the ship several times since the occurrence took place, and on being told, always went away. On the occasion in question, he evidently intended to remain and to get up a disturbance if possible. The chief, who was on board, seeing this, went outside and tried to get him away, to no avail, and another chief tried also. The title of "chief" given here is merely nominal, as in a community where every man has to provide for his own wants, the most industrious,

bold, and successful hunter becomes, from the property he possesses, of more consideration than those not possessing those qualities, but this does not extend beyond his own boat's crew or hunting party for the time being. Seeing this man was resolved to remain whether we pleased or not, I thought it necessary to have our own way as to who should visit the ships or who not, and as his conduct was well known to his countrymen, and condemned by many of them, his case was a good one to enforce. The great objection to any sort of disturbance, was the difficulty of making the well disposed understand our motives, or the separation of one from the rest as bad, and these cases rarely occurred, except when they were collected in large numbers, which made them imagine they could do as they pleased. While the altercation was going on outside, the natives on board, of whom there were several, began to leave the ship, although most of them had been visitors and declared friends, without, as it appeared, possessing any confidence in us. I then directed Lieutenant Vernon to go out, and once more tell him to go away. The natives thinking he was the leader of an attacking party—two-thirds of the men, and all the women and children walked straight away for the village, leaving the bad character in the minority, which he had sufficient tact to discover, and followed the others, when quietness was again restored—and those who had made such a hasty retreat out of the ship were now anxious to return again, but others were chosen in preference from those who had remained as spectators, and were apparently indifferent. The crew were at dinner at the time and they were not disturbed, as our state, with regard to arms, is one of constant readiness. The chief afterwards told me very impressively not to go to the village, a privation very little felt personally, but showing the absence of control on the part of the chiefs when our being at variance with one individual of bad character put an end to a friendly communication between us and a whole tribe.

He continued to make us visits at intervals, of two or three days, when to put a stop to them, on one occasion, when Lieutenant Vernon had with great good nature and patience walked with him a considerable distance from the ship and left him to return, he followed him back leisurely; when I saw there was no means of dealing with him by kindness, and ordered two marines with muskets outside, on the ice, to prevent his further advance to the ship. On seeing them he seemed to fly into a great state of excitement, and presented his breast to be fired at, when one or two well-disposed individuals took him away, and he did not repeat his visits again for some time; when being told by the chiefs that he was now good, I was glad of an opportunity to come to terms with him, seeing that disputes would do us no good, however much we had right on our side—and as I thought we had established our point of keeping him away, to as great an extent as could be expected with a savage, it was explained to him by one of the chiefs that he was to go away, and we intended that he should remain, a message would be sent to him. Standing this he went away much pleased, and on being sent to in a few days, he came down in his best clothes and behaviour and was allowed to remain, which put an end to all disputes between us.

During this day, which was fine and clear, with a temperature at 23°, we had eighteen natives inboard, and seventy-two were counted outside, or in sight of the ship, making ninety in all, men, women and children, a number not unfrequent in the depth of winter when they were not engaged hunting. No temperature was too severe to keep them away, with the thermometer at 30° and 40° below zero; they commenced arriving alongside as early as 6 A.M., three and four hours before daylight, and those not admitted on board, sat on the snow laughing and playing about as cheerfully as we should have done in sunshine. A party of six at this time had a narrow escape from being starved on the ice on which they were adrift for six days. They went out to hunt the white bear, when the floe became detached and drifted into the open water. They were saved from this perilous situation by the chance of its being again brought in contact with the land floe. Although the weather was very severe, so perfect is their clothing, that the only injury they received was some frost-bites about the face: as they were without food, a description of their sufferings would be one of thrilling interest, if we could understand their language sufficiently to appreciate it.

A short time afterwards, on a general break up of the ice, one man was carried away and lost. Finding he had left a wife and two children, I sent a message

to her to come to the ship, and on making her some useful presents, I endeavoured to have explained to a party assembled that our business here was looking after people who were also in the ice, hoping it would have a tendency to gain their assistance and friendship in favour of any of our parties travelling along the coasts they frequent.

Several stratagems were tried to find out if we were on the look-out at night; small parties, generally two or three women, came alongside, and on being sent away, would make some excuse of going out sealing, or some such pretence, to keep in our neighbourhood, but our watch was always too vigilant for them. One man was caught in the middle watch, coming out of a tent erected over a theodolite on the ice close to the ship, and was brought on board a prisoner. As he had not been able to steal anything the case was not strong enough to inflict any punishment on him, and he was permitted to go away the following day at noon, with the promise of a good thrashing if he was caught again. While he was on board only four or five women, and the chief came near us. I was glad to see the latter, as he witnessed our leniency on the occasion, but he seemed indifferent as to whether we had punished him or not. This detection put a stop to their nightly excursions and left us unmolested.

A few of them from the first showed disinterested partiality to us, which was appreciated, and they were invited to sleep on board on a few rare occasions. For some time they were nervous about it, but mustered courage enough after a little time. My object in allowing them to do so was to give them confidence and let them see some more of our habits, which I thought would raise us in their estimation.

In the early part of February we were startled by a native report that a large ship with a great many men was wintering to the southward at Point Hope. A party belonging to Cape Smyth had lately returned from Point Hope (a journey frequently made by them in the winter), and had, it was said, been on board the ship; but knowing it to be an impossibility for a ship to winter there, not much attention was paid to it, beyond thinking there generally exists some grounds for such reports, and when well sifted they can sometimes be traced out. The present report seemed to be a forerunner of a party of natives belonging to Point Hope, who arrived at Point Barrow about this time, and soon afterwards visited the ship. The information received from them was of there being a large ship somewhere to the south with very little men on board; whether we mistook their "little" for few—or most likely it was one of many such stories these people have amongst them from the habit of repeating them one to the other without reference to the date, as in this case, if the story mentioned was traced to its source, it would most likely prove to be some whaler visited by them in the summer.

This circumstance is mentioned to account for the way reports are carried along a great extent of coast by natives meeting for a short time for the purpose of barter, and at considerable distances from their respective settlements, when, as may naturally be supposed, an interchange of news takes place, and thus becomes extended onwards subject to such change of version as the repeating tribes are likely to give it, making it necessary to consider their reports well before taking much notice of them, unless accompanied by some token of their authority.

The chief of this party was a pleasing, spirited man, about thirty-five years of age, and was accompanied by his two wives, who were good-looking young women. He had come on a bartering expedition to dispose of some copper kettles, receiving glutton skins in exchange. He recognised Mr. Simpson, the surgeon, as having seen him at Hotham's Inlet, and he was also familiar with the name of Captain Moore and some of the former officers of the ship. He described his journey to us, of which I was anxious to get the particulars. He had slept fifteen times, eight of them on the snow, but he showed no signs of having suffered from cold. He described the sea as being open all along the coast to the southward, but he was not familiar with ships, which I accounted for by the lowness of the land about Point Hope deterring the whalers from closing it, otherwise there are many in that latitude in the summer. He seemed to be a poet, and favoured us with an extempore song of some length, which included the name of the ship and some of our own. He afterwards passed his hand down his stomach several times, expressive of great friendship, and then fixed his forehead against mine, and used it as a fulcrum to rub noses several times, a ceremony not very agreeable in his heated state from singing

A chief of this place was of the party, which made him feel quite at his ease, otherwise they are mistrustful on the first visit. He described his people's barter with the Asiatics of the opposite coast (the Tchuk-chi, or as they call it, Tsau-chu) to consist of the martin (sable), fox, wolverine, wolf, and bear-skins, and sometimes whale oil and fish; for which they get in exchange kettles, tobacco, beads, knives (Russian), and walrus teeth. While he remained he was a welcome and constant visitor. The southern natives are far more agreeable than those to the northward, who have been rarely visited; the officers speak of the former as more grateful and modest, particularly the females, while the latter are thought impudent and ungrateful. On leaving, he sung of the good name he should give the ship on his way down the coast, which will be of benefit to our boats on their expedition to Cape Lisburne.

About the middle of February a great many of the natives removed into the interior to hunt the reindeer, found very numerous on these vast plains, which form the north-western termination of America. As I was curious to see something of the country and their mode of living at this inclement season, I thought my making an excursion to their hunting grounds would show we placed every confidence in them. I accordingly left the ship on the 1st March, accompanied by Mr. Gordon, mate, two seamen, with a native guide, and sledge drawn by six dogs, carrying tents, guns, and provisions. Our route into the interior was S.S.W. (true) across snowy plains, differing little in appearance from the bay ice, except on the approach to a lake, when the rise became more sudden, and being exposed to the sweeping winds, grass was occasionally seen in spots through the snow, offering, with deer of which we saw a great many, the only thing worthy of notice. Three days and a half heavy travelling brought us to an encampment on the bank of a river. They had a hole through the ice, which we found to be seven feet thick, and reaching within one of the bottom. Their houses differed from those described by Captain Parry, in being excavated in the snow lodged on the river, the ice of which formed a perfectly even floor. Their position from outside was only observable by seeing the implements of chase belonging to the owners in a group over the top. We found them in no instance wanting in kindness, but their character for begging had not fallen off, since leaving Point Barrow. Their mode of killing the reindeer is novel, and such as nature has pointed out. The country is so open that they have no have no means of approaching the animals under any cover; they therefore dig deep pits in the snowy ravines, selecting places where the surface is even, to cover them lightly over with slabs of snow. The moment the animal puts his feet upon them he is precipitated into the pit, the depth of which is too great for him to leap from.

Having effected my purpose of visiting and going amongst them, I returned to the ship after an absence of seven days. The position of the place by astronomical observations was S. 40, W. 38 miles from the ship.

Nothing further worthy of remark occurred in our intercourse, until I was setting out on a journey along the coast to the eastward, when some of the worst disposed tried to deter a young man from accompanying me as guide by threatening to follow and murder us when we slept, the guide amongst the number, upon whom it appeared to have no effect, beyond his repeating the story and advising that the men should not be allowed into the ship during my absence. This report made it evident that the fact of our force being divided had been talked of, and I felt sorry our residence amongst them for so long had produced no better feeling, but I considered it necessary to show we were capable of defending ourselves, and travelling when we were found it necessary. If this was not established, our position, confined to the ship by a tribe of unarmed savages, would not be very flattering. With these feelings I set out on my journey, well satisfied with the resources of my party, and with the judgment and discretion of the officer (Lieutenant Vernon) in whose charge the "Plover" was left. On my return, after an absence of twenty-five days, I was glad to find everything going on as favourably as possible. The natives were returning from the interior in large numbers, and the day previous, 27th of April, as many as 40 sledges with 93 people crossed the bay to the village, from the hunting grounds.

From this time we procured an abundant supply of venison, the only instance during our stay of receiving any benefit from our proximity to them. It lasted nearly two months, and had the effect of restoring for a time the health of the crew, previously much debilitated and exposed to scurvy.

The appearance of this disease was attributable to the great inequality in the character of some of the provisions, in the older supplies of preserved meats and flour; and it became necessary to discontinue the use of beef altogether, and to increase the issue of the last supply of preserved meats and preserved potatoes.

The season for their whale fishing was now approaching, and commenced on the 7th of May; the distance to the open water was about four miles W. (true) of Point Barrow. On the 11th, hearing they had caught a whale, I made an excursion to the scene, with the hope of being in time to see its distribution, but on arriving, the only remains we could discover was about half a pound of blubber, to so good an account do they seem to turn every part of the animal. We found the open water extending E.N.E. and W.S.W. (true), and no bottom with ten fathoms. The ice to the southward seemed open, and I supposed the water was free in that direction to Behring Straits. It would be interesting to be able to conjecture its north-eastward extent, the wind blowing, it may be said, constantly from that quarter; if the ice should happen to be broken, it must clear a large space of water.

This pursuit occupied them until the 21st of June, when most of their "oomiaks" were brought to the land to be prepared for their summer journey to the eastward, previous to which they seem to allow themselves ten days' enjoyment, which is passed in eating, smoking, and dancing; they then commence the work of preparation.

Whilst treating on this subject, it is worthy of being mentioned that the natives state that the whales make their appearance off Point Hope in April and May, when the ice there breaks up into fields, and that most of them have disappeared by the time the ships arrive. About the same time these animals also appear at this place, and are pursued by the natives in their oomiaks, as mentioned before, until June, when few are seen, and in July none in this neighbourhood, and the people believe they retire northward, to return this way in August and September. The masters of whaling vessels have informed me that whales are less abundant in the open water in July and August than in September.

A month previous to this time we received, quite by accident, some very useful information. Two of the officers, Lieut. Vernon and Mr. Simpson (surgeon) conversing with one of the chiefs more intelligent and communicative than the rest, asked him if he had ever seen any boats like ours along the coast, when he said he had, near the Colville river. Finding that Mr. Simpson, by turning over the leaves of Commander Pullen's journal, was able to describe the occurrence that took place, the man unwittingly gave a detail of the whole affair, which corresponded with the written accounts, even to the wind; by which it appears the chief of this place, with his Hudson's Bay gun,—Barnett, 1843 (vide evidence taken before the Arctic Committee, questions 1384-5-6) is the individual described by Commander Pullen, and he appears to have taken a large number of men with him to follow the boats. The man afterwards seemed very uneasy, and was perhaps thrown off his guard when he told so much, but the officers supposed that he thought if the book told so much, they must also be acquainted with every circumstance by the same means, and that he was doing no harm in acknowledging the facts. He was very anxious from the first to learn the names of Commander Pullen and his companion Lieutenant Hooper (a prevalent habit with them), but he was not told until he had identified them in the most minute way. In further conversations connected with the foregoing circumstance, we were enabled to identify this people as the Western Esquimaux, and the same man traced out for us the different stages of the journey. This point had been of doubt with us, supposing the distance from Point Barrow to Barter Island 240 miles of an exposed coast, it could not be accomplished by them in the short season of open water, as their skin boats, when deeply laden, are not adapted for a seaway. These difficulties were explained by saying they took the boats away on sledges, a month before the ice breaks up, and the exposed parts of the coast and large bays are avoided by an inland navigation through rivers and lakes of which we were ignorant.

The first stage of the journey is the Colville, and occupies ten days, where they meet a friendly tribe of Esquimaux, called Nuna-tag-miutes (supposed by Messrs. Dease and Simpson to be a name for the Russians), but there is no doubt of their being Esquimaux and wearing the lip ornaments peculiar to them. They confine themselves to the rivers and land from which their name is derived, "Nuna" (land), and have a communication through the rivers of the

interior to the coast, about Hotham's Inlet, as our informant told us he had met a woman two successive seasons at the Colville, who had been frequently aboard this ship in Kotzebue Sound in the winter of 1849, and had travelled from there through the interior without having touched upon the intermediate coast.

The journey to the Colville is anticipated by them with much pleasure, particularly this year, as they frequently spoke of telling of the wonders seen on board this ship, in addition to the pleasing thoughts of feasting and dancing they were to enjoy with their friends. From thence a select party extend themselves to Barter Island, the women accompanying them to within a day's journey of meeting the eastern people, when the men advance and conclude their business as expeditiously as possible. They give an amusing account of the mutual distrust that exists between the two parties. The western people never sleep while they are in sight of the eastern, and all bargains seem to be made knife in hand. The articles and system of bartering appear to be as described by Sir John Franklin, but I think later writers on the subject have supposed that Russian goods find their way to the north coast from posts on the Colville, which we have not been able to verify. This tribe receives Russian (Siberian) articles from the Point Hope people, previously alluded to, which they convey to the eastward and exchange for English knives procured from the Hudson's Bay posts, but there is no intermediate supply from the Russians that we could hear of. The journey east from the Colville takes them ten days, which they describe as being made always against the wind; and the return to Point Barrow to Point Berens occupies little more than two, which they speak of sleeping in the boats and allowing them to drift before the wind; this would make it appear that easterly winds must be very prevalent in the early part of August. Mr. Simpson, who has taken much pains to inform himself on the subject, considers the 25th of July the time of their departure from the Colville; this has been further established by the fact of the party who attacked Commander Pullen on the 9th of August at Return Reef, being then on their return from Barter Island. The time of their annual visit never differing probably three days, as we have found them generally as accurate in that way as if they were acquainted with dates. From this information it may be concluded that the Esquimaux make one third of their summer journeys, by carrying their boats over the ice,—before a ship or her boats become available, which gives them a season so much longer, at a time when the weather is very favourable,—this will have been pointed out to them by necessity, from the shortness of the season of open water, which if they confined themselves to, it would limit their excursions to a very short range. Their return for the winter takes place, as we have seen, about the 10th September, and seems to end their labours for the year.

Two days after receiving the above information, May 20th, a native man was observed outside the ship wearing a small canvass bag with an address written on it,—“To the Chief Trader of the Russian settlement, N. America,”—which caused considerable curiosity on our parts, and on making further enquiries he told us he had the paper in his hut that was originally in it, on which he was despatched with the promise of a large reward of tobacco if he brought it to the ship. Some hours afterwards he returned with two torn pieces of paper, complaining that his little girl had destroyed the rest; fortunately, the most important part was preserved, which has been enclosed. This information is so far satisfactory, as it shows Commander McClure to have been making his passage along shore, which has been further confirmed by natives here, who were on board her at Point Berens or Return Reef, where they describe her to have had an easterly wind with no ice in sight. The “Enterprize,” it has been mentioned, was visited the year following not so far to the eastward by eighty miles. From these positions it is reasonable to infer, they had not again communicated with the shore to the westward of the Mackenzie, as the natives of this place who are in yearly communication with the Esquimaux who frequent the mouth of that river, have—to our repeated enquiries as to whether they had heard if the ships had been seen by the other people,—answered they have not, or they would have heard of it. It will give some idea of the difficulty of making the Esquimaux comprehend the meaning of our notions, when it is considered the “Investigator” had an interpreter on board, who will have explained the object of the letter given by Commander McClure, and we had been eight months constantly making enquiries for such things, and endeavouring

to explain our business here, without the individual charged with the paper knowing what it was for; and if the canvass bag had not been found useful, its contents would never have been known.

In order to impress upon them the value of such things as papers and messages, I gave the man a considerable present of tobacco, very much to his surprise and that of his companions, which had the effect of producing an old American song book, the only article of paper remaining in their possession.

I have now to mention the occurrence of a native man being shot by accident, which at the time caused us considerable trouble and uneasiness, but eventually I have had reason to believe it was viewed by most of the Esquimaux in its true light.

On the morning in question, June 8th, the quarter-master of the watch, David Dunstall, came into my cabin, and informed me he had had a dreadful misfortune—and, to my horror,—that he had shot a native alongside the ship, and on hurrying outside I found the man was shot through the head, and must have died instantaneously. The man who had been the cause of the unlooked-for event showed by his manner that it had been an accident, and upon making some further inquiries, I found that several natives had arrived alongside the ship previous to the time they were allowed, and although desired on that account to go away several times, they could not be induced to do so, and the quarter master of the watch took out a fowling piece in his hand, in order to frighten them, and when motioning with it for them to go away, it went off and lodged the contents of the barrel in the back part of the poor man's head. The remainder of the party, five or six, ran away so speedily that there was no means of overtaking them, and the body being left, it became necessary to consider the best means of disposing of it. We soon afterwards removed it to such a distance from the ship that the natives could advance to it without fear of us, and the same time it gave no pretext for coming any nearer to the ship. When this had been done, and a large quantity of tobacco left with the body as an intimation of our friendship, all that we could do was to hope that some of our friends amongst them would still have sufficient confidence to come down and give us an opportunity of explaining this affair. In this expectation we were not disappointed, as two of the chief men came to the ship at once, having, before leaving the settlement, exerted their influence to quiet the people in their first outbreak. One of these men, who was remarkable for his intelligence, was made to comprehend the possibility of such an accident; and great pains were taken to show him, that the charge was shot intended for birds, not men. When this impression was established we requested them to go back and explain it to the people. By the time they had arrived at the place where the body had been left, a great many had collected, amongst them the wife and friends of the unfortunate deceased, but who I was glad to find had left no children. They sat round, and appeared deeply engaged in conversation for about two hours, listening, as we supposed, to the explanation; then they seemed to examine the body, and his own deer skins having been brought down, he was wrapped in them and placed on a sledge which was drawn by his wife leading and four men, one following, across the bay to the cemetery, near Point Barrow. None of the others accompanied the procession. A few of them came as usual alongside the ship, but as they were for the most part of those known not to be friendly to us, our people were kept on board to avoid any treacherous retaliation. During the day I was gratified to find the wives of the principal chiefs came on board, and expressed their sorrow at the absence of their husbands, who were at the open water looking after whale; but they had been sent for, and were coming on board as soon as they returned. They told us also that all work was stopped for five days, the women not being allowed to sew for that time, which seems to be a general custom on the occasion of any deaths, and remarked that we ought not to have any hammering on board for the same time; and as I was anxious to show every sympathy in our power, the caulkers at work outside were ordered to cease work, and the ensign hoisted half-mast, the meaning of which was explained and understood by them. In the evening one of the chiefs who had been first down after the accident visited us with his wife, and brought the intelligence that a diversion existed in the camp as to revenging themselves on us, but as the chiefs were unwilling to favour it, it seemed probable nothing of the sort would be attempted. However, proper precautions were taken to avoid any surprise, particularly as a thick fog at the time of sleep favoured such a design.

On the following day the four chiefs, with their wives, came on board, when, with the assistance of the officers, the whole affair was again explained, which they seemed to comprehend, and appeared to entertain no fear of going below as usual when asked. We were quite aware of their inability to control individuals, but they have to a certain degree a good deal of sway, and recommended us to make presents to all the people who lived in the same house as the deceased, and cautioned us not to stray away from the neighbourhood of the ship, as the feeling of a great many of them was uncertain. On their leaving they were made presents, and desired to bring the house party to the ship at the expiration of five days, the time they strictly confine themselves to the house, and I believe are seldom intruded upon. They arrived at the ship in due time, numbering as many as ten, accompanied by the chiefs. The widow was young, and seemed in unaffected grief, which the large presents she received did not dissipate; but time and a continual course of kindness on our parts brought her to forget her loss so far that she regretted to me, and I believe in sincerity, the thoughts of the ship going away. Our intercourse from this time, as might be expected, could not be conducted with the same satisfaction it had previously been, although no trouble or inconvenience was spared to do away with their unfavourable impression. The views they entertained of the case very much assisted a reconciliation, as they had no idea of any such thing as a general control existing amongst us; the act was set down as purely an individual one, and the whole fault of it attributed to the man as an act of his own, while they seemed to consider the remainder not in any way concerned in it.

About fourteen days after the occurrence a large collection of people had assembled at Point Barrow to witness some dancing festival previous to setting out to the eastward.

A party from Cape Smyth afterwards endeavoured to get up an united force to attack the ship without being able to succeed. However, the chief and a good many of the Point Barrow people wishing to make a merit for which to be rewarded, of their not joining our enemies, I was obliged to tell them I should be very sorry if the people came down with bows to the ship again, but if they did, a good many would be killed. This appears to have put an end to it, as we were next told of the departure of the hostile party, and were not troubled with any more reports of that description.

We now watched with some anxiety the preparations for the departure of the natives, as as the time was approaching for the departure of our boats for Cape Lisburne, and their transit over the ice could not be effected without some risk of interruption until their numbers became decreased, so that we were much pleased to see them in a state of forwardness. On July 4th they commenced leaving, and continued to follow for three successive days. Each party halted to sleep near the ship to have an opportunity of begging from us till the last moment, and as I had prepared some printed papers for them to distribute among the eastern Esquimaux at Barter Island, they were treated with every indulgence; and those entrusted with the printed papers received a present of tobacco, some buttons, prepared in England, bearing information concerning the Arctic search, and some other small trifles to keep them reminded of their charge, which they faithfully promised to pass on. I redeemed a long-made promise to the chief, giving him some gunpowder. I think it had a good effect, by showing we had no fear of them; and I was fully aware he had a sufficient quantity for mischievous purposes, as his gun, when in our possession, was found well loaded with ball-cartridge.

I accompanied one party a short distance on their journey to see if I could gain any useful hints for our own boats. The "oo-mi-aks" were secured on small sledges, and seemed to be easily drawn by three people. The principal part of their barter, (whale-blubber and seal-oil,) was carried on small truck-sledges, drawn by the women and dogs, the men seeming to confine themselves to the charge of the boats; but at lanes of water and different passes they mutually assist each other. The rate of travelling whilst moving was expeditious, but they made frequent halts to smoke, and before I left them, although near their place of encampment, they ate a hearty meal.

Between the 4th and 7th of July, as many as twenty-seven to thirty "oo-mi-aks," accompanied by 150 people, passed to the eastward, much to our satisfaction, as it left us with comparatively few to trouble us in our preparations for sending away the boats.

On the 7th I made an excursion across the bay to observe the state of the sea-ice, and walked two miles to the westward in the offing without being able to get a glimpse of open water in any direction from the highest hummock. This made me form the idea of taking the boats over the ice to the southward until we fell in with it.

On the morning of the 9th I left the ship with the gig and whale-boat intended for Cape Lisburne. They were placed on two strong sledges drawn by their own crews and officers, Lieutenant Vernon and Mr. Gordon (mate), assisted by an auxiliary party of ten, including myself and the carpenter, making up twenty in all. Thirty-four days' provisions for the boats' crews, clothing, ammunition, &c. was carried on two native sledges drawn by dogs, a third conveying provisions for the auxiliary party. Parts of the transit over the ice was attended with difficulty, and the whole was very laborious, requiring the utmost strength of all the parties, assisted at times by natives, and for two days by a strong and favourable breeze, enabling us to make sail on the boats, which lightened the labour very much. Travelling to the southward for three days the open water appeared within two miles of the beach at what seemed a most eligible place for launching the boats. I walked, accompanied by Lieutenant Vernon, to the open water, but the hummocks intervening seemed to offer too great an obstacle to the transit; however on the following morning, July 12th, as the weather was favourable I decided to attempt it, and succeeded in launching the boats safely at noon. They soon after shoved off with a favourable breeze, which they held for eight hours only.

On the 15th, whilst calculating on the progress they might have made, a party of people were observed coming down at 8 o'clock in the evening, tracking an "oo-mi-ak," and on making out some of our people amongst them our astonishment was so great we could hardly believe our eyes. I went without loss of time to meet them, not in a very agreeable state of mind; but when I counted the full number of the party I was comparatively easy. It appears that on the night of the 13th, finding the ice closing on them they managed to get the boats on to the floe, and fancied themselves safe although drifting to the northward. The ice continued to press in towards the land, crushing the floe and piling it up to nearly twenty feet in height, and at length the floe gave way beneath them, and the gig was partly filled with pieces and could not be withdrawn further towards the land. The whaler, a lighter boat, was also stove, and as she could not be brought further the whole party were obliged to make the best of their way to the shore before the ice should ease off, as it seemed inclined to do, and leave them on detached pieces. Fortunately the danger, so imminent, was of that slow but overwhelming nature that they had time to provide themselves with three days' preserved meats, and their arms and ammunition, with which they were enabled to reach the ship. I have forwarded Lieutenant Vernon's journal, which will show their Lordships how that officer and his companion, Mr. Gordon, acquitted themselves on the occasion; and I have much satisfaction in mentioning the high terms in which he spoke of the conduct of the crews, not a man of whom expressed his opinion until they had decided on deserting the boats, when from their manner he concludes they thought it high time, and he further describes them as obedient, cool, and intrepid from the commencement of the danger until their return on board. The loss of the ship's boats was a heavy misfortune, but when it was considered the whole party had found their way safely to the ship, we were too much rejoiced to give a look of regret after the boats, which could not have been saved.

Two days after the return of the boat party I had serious thoughts of despatching another in a native "oo-mi-ak," to keep our appointment at Cape Lisburne; but on weighing the matter maturely, I gave up the idea as by no means in our power could it reach the rendezvous by the appointed time; and as the ship would be obliged to wait for the return of the party, the delay would render it impossible to regain this place as a winter station, in the event of its being so ordered. With these considerations, and a present prospect of an early release, I thought it better not to divide our small force at a time when the services of every one would be required to extricate the ship, and to take the earliest opportunity of going to the south in order to recruit the health of the ship's company.

As early as July 25th we were enabled to swing the ship for local attraction,

and the ice having cleared away for a considerable space in our neighbourhood, we moved into the fairway to be ready for the first opening in the offing.

The natives brought us a report this morning that our deserted boats had been seen drifted near the shore at the Sea Horse Islands, and their contents made a prize of by a small party, who succeeded in bringing the gig to the land. On our passage down, beating close along shore, some natives brought the shell of the boat off, exchanging her readily for a native "oo-mi-ak" we had provided ourselves with in the mean time.

In watching the dissolution of the bay ice, we had flattered ourselves this season was fourteen days before the last, which it really was in the thinness of the ice; but from the absence of strong winds it remained stationary, at a time when the sea was open the preceding year. Every day, at this period (the end of July) seemed to effect a marked change in the ice, and on the 30th a perceptible motion to the northward was observed in some of the heavy hummocks in the offing, and a lane of water sufficient for the ship was found by Mr. Hull (second master) whom I sent to observe the state of the ice to seaward.

In consequence of this report I set out in a boat on the following day to trace its extent, preparatory to moving the ship, and to sound along shore to find how close we could approach in case of necessity. Every thing seemed favourable to our purpose, and I fully expected to return in the evening and get under weigh, but on approaching Cape Smyth I had the mortification to find the lane of water terminate so close with the shore, that a native "oo-mi-ak" could not have passed. This was one of the disappointments of ice navigation which teaches one patience, and requires to be borne with, in addition to others we are liable to, even under favourable circumstances.

From the 1st to the 6th of August an officer was sent each day to Cape Smyth to bring the earliest intelligence of any change in our favour, but each day brought the same unwelcome report, that the ice was still close with the shore and no open water to be seen. It seems a strange complaint in these latitudes, but the fineness of the present season was the cause of our detention. During the month of July the wind was registered one day from five to six in force; for four days four; and the remaining twenty-six barely averaged two, proving the extreme of fine weather to be a greater obstacle in moving masses of ice than the reverse state of it.

On the 7th, a fresh breeze from the eastward gave me some hopes of a change in our favour; and on visiting Cape Smyth I observed a narrow lane of water extending as far as the eye could reach to the southward. On getting on board at 8 p.m., we left our anchorage, where we had found shelter for eleven months and four days, seven days later in the season than Captain Parry had been enabled to leave Melville Island. We carried a favourable breeze for eight hours, and had made considerable progress, when the wind shifted to S.W., with thick weather and heavy rain, which made it difficult to avoid coming in contact with the ice from the narrowness of the channel we had to beat in. A continuation of thick weather and light contrary winds on the following day prevented our making any progress; and in the afternoon, finding we were losing ground, I made fast to a large floe-piece, when we found the drift to be one mile an hour, east, being very nearly in the opposite direction to our course. After a few hours we were enabled to cast off, on a light wind springing up from the northward, and run along shore to the S.W.; but the ice had become gradually closer during the few hours of westerly winds, and we had much difficulty in picking our way during the night as a thick fog prevailed. On the following morning, August 9th, the outer edge of the land floe in the depth of Peard Bay was found to extend unbroken from the land to a distance of nine miles, and the ice outside seemed too close to offer us a passage in the desired direction; but as the wind was fresh and favourable, the ship was forced into open water by 10 a.m., having sustained some severe but unavoidable shocks in doing so. I was now anxious to keep close in with the land, in order to stop any boats that might be making their way to Point Barrow in consequence of our failing to reach Cape Lisburne; and at 2 p.m., in passing the Sea Horse Islands, we got into three fathoms in endeavouring to close the shore for the purpose of sending a boat to put up a mark, which we were not able to accomplish, as the wind was found to blow rather on shore, and was too strong to admit of the ship lying off and on with safety. I accordingly bore up to run for Cape Lisburne, and on the following

day, August 10th, at 11 A.M., communicated with Her Majesty's Ship "Amphitrite," Captain Frederick, from whom I received their Lordships' orders directing me to remain at Point Barrow, but the health of the crew would have prevented my doing so had I received the order previous to leaving; and as there seemed no difficulty in returning during the present season, I repaired in company with the "Amphitrite" to Port Clarence, to await the arrival of the "Rattlesnake," and to obtain the changes found necessary in the crew, with an increased supply of provisions and fuel for another year.

Our return seemed the more necessary as their Lordships' instructions direct provisions to be left in the neighbourhood of Point Barrow, which I had not done, considering at the time I left it was probable I should return. A reference to Sir E. Belcher's instructions relative to the north coast seemed also to make it desirable that the "Plover" should return to the station she was known to occupy by that officer in the event of any of his parties advancing with the certain hope of succour at Point Barrow.

ROCHFORD MAGUIRE, Commander.
Her Majesty's Ship "Plover."

Port Clarence, 21st August 1853.

No. 2.

Gig.

Lieutenant C. E. H. Vernon, George Stocker coxswain, Edward Sutton, John Bright, John Magra.

Whaler.

Mr. G. T. Gordon acting mate, Alexander Kerr coxswain, Robert McFarlane, Walter Daw, Edward Clarke.

At noon, after returning three hearty cheers given by Captain Maguire and party, we started from the edge of the ice with every prospect of a successful cruise to the southwards, there being no ice to seaward, with the exception of a few small pieces, we followed along the edge of the land-floe under oars and sail, with a light breeze from E.S.E. making a S.W. course for about 30 miles. In the evening the wind fell light and variable, then veered to S.W. with showers of rain. By 10 P.M. we had apparently reached the extreme of the open water, where the main pack was close in with the land-floe; but we continued to pull, taking every opportunity of getting the boats through any lanes that opened to the southward and eastward. At midnight seeing no passage, and the men being much fatigued, stopped to give them some rest.

Tuesday, 12th July.
1853. Bar. 29.83.

Bar. 29.82.

2.30 A.M. observed the ice in motion setting north, about two knots an hour, took advantage of some lanes to the S.S.E. and made but little progress, having to haul the boats up occasionally to avoid being nipped: continued till noon, when the main pack setting in shore, broke up the land-floe into small pieces which were whirling round and packing up in all directions around the boats. By using our utmost exertions, we succeeded in hauling the boats up on a heavy floe which was driving in; not, however, before the whaler had received considerable damage, (one plank being split fore and aft, and several bolts started,) and the gig slightly so, (some bolts having started and several nails.) We now thought ourselves secure, and at 2 P.M. dined. Fuel all expended, extremes of land N.N.E. and S.E., nothing was to be seen now but closely packed ice; at this time the weather was fine, but every appearance of a strong breeze from the southward. The land-floe unable to resist the pressure gave way, the fragments piling up to the height of fifteen feet, within a few yards of the boats; after some time the floe on which we were cracked across in several places, at 9 P.M. the pieces separating, and drifting to the northward at the rate of two or three knots an hour, left for us but one course to pursue, which was to abandon the boats, and it was only to ensure the safety of the lives of the party under my command that I could prevail on myself to take this step; each man taking his arms, ammunition, and three days' supply of biscuit, preserved meat, and spirits, prepared to leave. At 9.30 P.M. cleared and launched the whaler into a small pool of water which had opened: through this we forced our way to a small detached field of ice; hauled her over that and crossed to the land-floe. We walked towards the land in an E.S.E. direction, uncertain whether the lines of

Wednesday, 13th July.
1853. Bar. 29.82.

Bar. 29.80.

Bar. 29-75.

Thursday, 4th 1858.

hummocks might conceal any channels which would cut off our retreat to the shore; this, however, we found was not the case,—wind from the southward with mist.

12.30 P.M., arrived at the main land in Peard Bay, where the cliffs were high, and a small creek running in to the southward of them. The distance of the place where we had abandoned the boats could not have been less than six miles, as we had walked very fast. Thanked God for a safe deliverance from the dangers to which we had been exposed, and proceeded on our journey to the ship, at 3 A.M. All feeling tired, lit a fire and lay down till 9, sleeping but little; then had breakfast and started; passed two inlets, in the first there was a good deal of driftwood, bearing off point of land N.W. 9.30., arrived at a river called by the natives "Shin rau," where there were six native tents; hired a sledge and four dogs, and accompanied by two natives, we continued on our road, passing several encampments. 11 P.M., passed the inlet where a post had been erected by the "Nancy Dawson" (Mr. Shedder); on it were the words "Nancy Dawson: 25 feet south." There were several huts at this place, the native name "Iglu-lu-i"; they appeared to be well supplied with food, as we could see fifteen seal laying on the beach, and a great number of skins stretched out to dry. Walked on till 6 A.M., when we stopped at a native hut, and had a good sleep till 10h. 30m., the occupants leaving to make room for us, and earning tobacco by drying our mocassins, &c.; packed the sledge and proceeded, taking something to eat before arriving at Cape Smyth, and at 1 P.M. passed the village—natives very quiet. We overtook some "Noowook" natives, who were living at "Pergnack," who offered to take us to the ship in a baidar. On our arrival at that place at 4.30 P.M., some of the natives of Cape Smyth were inclined to be troublesome and wished no assistance to be given us, besides I heard them talking about knives; on uncovering the sledge they saw our arms, and became very civil, offering us another boat. Hired the boat belonging to our Noowook friends, and tracked up to the ship, arriving at 8 P.M.; all regretting the loss of the boats so invaluable to us, at the same time delighted that no lives had been lost.

I feel bound to mention in terms of the highest praise, the assistance rendered to me by Mr. Gordon, and of the good conduct and willingness displayed throughout, by all the men.

C. E. H. VERNON, Lieutenant
of H. M. S. "Plover."

SECRETARY OF THE ADMIRALTY to Commander ROCHFORD MAGUIRE.

Sir,

16th January, 1854.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 21st August last, with the accompanying narrative of your wintering at Point Barrow, and I am to acquaint you that my Lords consider throughout your proceedings, and in your conduct towards the natives of that coast, you have shown a decision and forbearance alike creditable to yourself and the officers, seamen, and marines under your orders.

I am, &c.

(Signed)

W. A. B. HAMILTON.

Commander Maguire,
H.M. Discovery Ship "Plover,"
Point Barrow.

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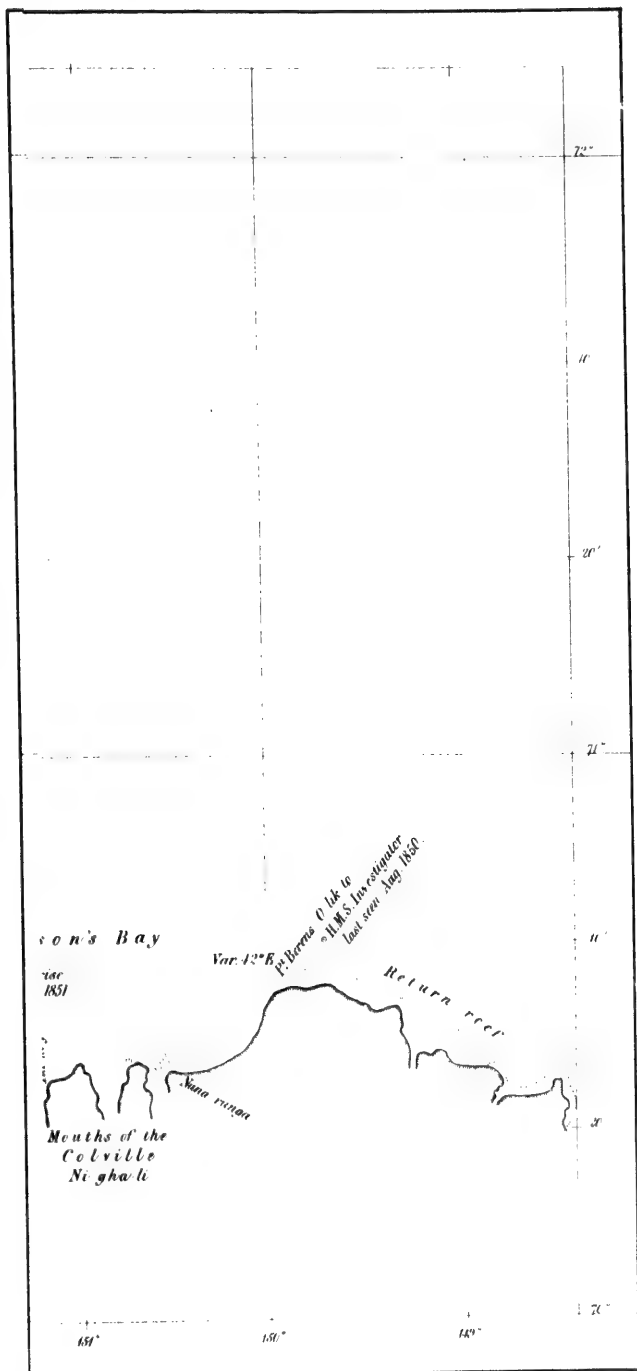
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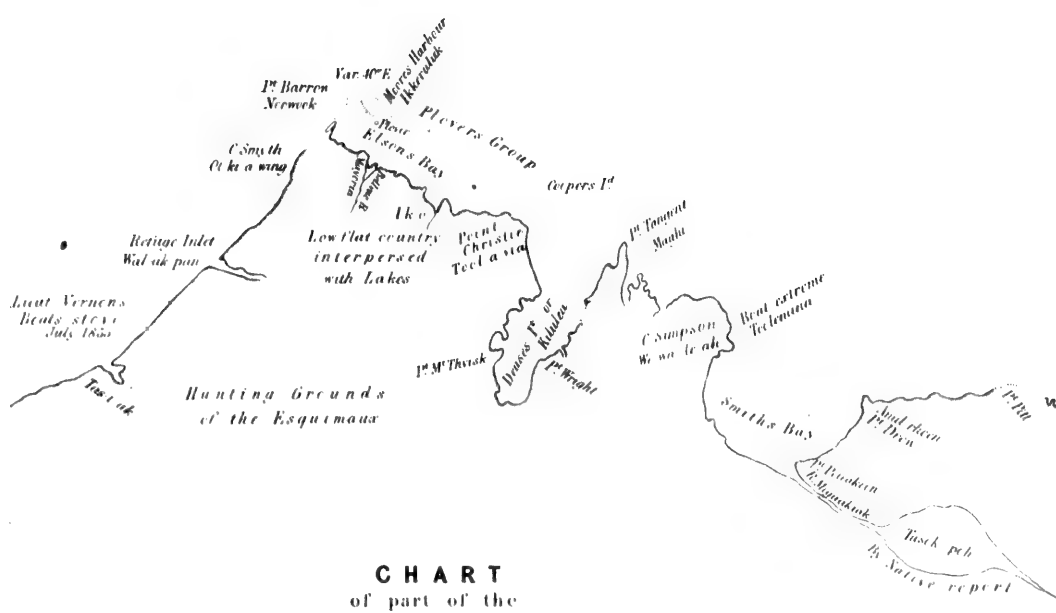


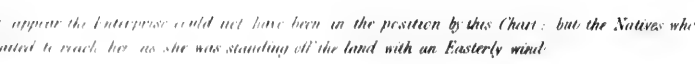
CHART
of part of the
COAST of NORTH AMERICA,

showing the journeys
of COME MAGTIRE,
H.M.S. PLOVER,
during the Months of March and April,
1853.

With the latest Native intelligence of
H.M.S. Investigator & Enterprise

From the known shoal water in Harrisons Bay it would appear the Enterprise could not
saw her and that they paddled off from Atigauva but failed to reach her as she was sta

enue





Sketched by

Dr.

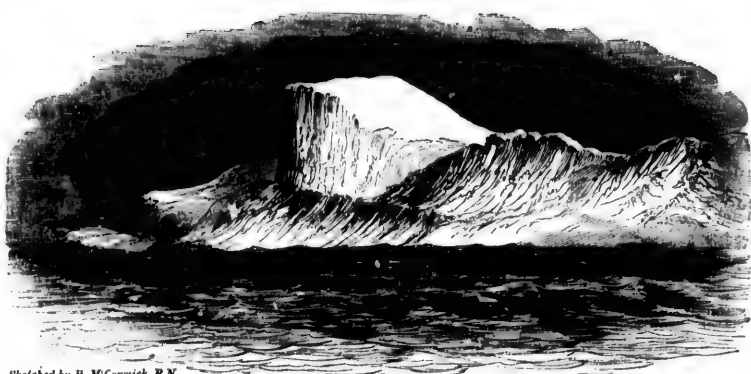
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Sketched by R. M' Cormick, R.N.

Cape Spencer, bearing W.N.W.,* distant Two Miles.

XIV.

Dr. M'Cormick's Boat Expedition up the Wellington Channel, 1852.

NARRATIVE of a BOAT and SLEDGE EXPEDITION up Wellington Channel and round Baring Bay, in search of Sir John Franklin and the crews of the discovery ships "Erebus" and "Terror."

On Thursday, 19th August 1852, at 11 A.M., I succeeded in embarking upon my long-sought and long-cherished enterprise, in a whale boat equipped for a month, and manned by half a dozen volunteers from Her Majesty's ship "North Star," lying off Beechey Island.

Although, it could not be otherwise than a source of the deepest regret to me, that the short season for boating operations in these regions was now fast drawing to a close, and with it the more sanguine hopes I had entertained of accomplishing the extended exploration I had contemplated ere the long polar night set in, yet, even in this, the eleventh hour, I was not without a hope of at least setting at rest one question relative to the search, viz., as to the existence of any available communication between Baring Bay and Jones Sound, either by means of an opening or narrow isthmus of land, in the direction of the position laid down in the Admiralty chart, as the spot where a cairn, cooking place, and footprints, are said to have been visited by a whaler; and have been thought by some, most deeply interested in the fate of our lost countrymen, to have been traces of their wanderings.

This object I fully determined to accomplish, if possible, either by sea or land, even should the formation of "young ice" (so much to be apprehended at this advanced period of the season,) form such an impediment as to leave me no other alternative than to abandon my boat, and make my way back to the ship by an overland journey.

At the very moment I was about taking my departure, a sail hove in sight, coming round Cape Riley, which proved to be no less interesting an arrival than Lady Franklin's own little brigantine, the "Prince Albert," on her return from Batty Bay, in Prince Regent's Inlet, where she had wintered, without finding any traces of the missing expedition. I met her commander, Kennedy, and Monsieur Bellôt, on the floe as they landed, but so anxious was I to make the most of every moment of the brief remnant of the season still remaining, that I had little time to inquire what they had accomplished.

After despatching a few hastily written lines home by them, I struck across

* All the bearings are magnetic.

the ice for the floe edge, where my boat was awaiting me; and hoisting the sail with a strong breeze from the S.W., ran alongside of the "Prince Albert," standing off and on between Cape Riley and Beechey Island. Hepburn, the faithful follower and companion of the gallant Franklin in his ever-memorable journey along the shores of the Polar Sea, was on board this little vessel. I had not seen him since our first meeting in Tasmania, on my arrival there,—in the very same "Erebus" of which I am now in search,—whilst engaged in the Antarctic Expedition, at the time Sir John Franklin was governor of the colony. In passing so close I could not resist the impulse to jump on board, and congratulate this spirited old veteran with a hearty shake of the hand on his safe return, thus far, from so arduous an undertaking in search of his old commander.

A sudden change in the weather having taken place yesterday, accompanied by a heavy fall of snow, covering all the hills with one uniform mantle of white, too plainly heralding the setting in of winter, rendered my visit a very brief one; and shoving off again, we rounded Beechey Island in a snowstorm, and were compelled to lower the sail and pull through some loose stream ice, (coming out of the Wellington Channel,) to Cape Spencer, where we had our dinner of cold bacon and biscuit, at 2 P.M.

On doubling Innes Point, we fell in with a large quantity of drift ice, setting with the strong current, which runs here from the N.W. rapidly down channel, and apparently extending across to the opposite shore of Cornwallis Land, leaving a narrow passage of open water along the North Devon side, which I availed myself of, pushing onwards between the ice and the land. The shingle beach, between Innes and Lovell Points, is margined by a low glacial formation, giving the latter point a white berg-like termination.

At 6 P.M. I landed to examine a remarkable conical heap of shingle, not unlike a cairn, as it peered above the snow. It seemed to have been thrown up at the outlet of a water-course to the sea, the bed of which was now dry; but the cleft in the ridge of rocks through which it passed was roofed over with ice and snow, forming a cavern beneath.

On entering, a beautiful grotto disclosed itself, the floor glittering with countless globular masses of frozen drops of water, and the roof with pendant icicles clear as rock crystal. The interior of the cave, which extended to a greater distance than I had leisure to follow it up, was so encrusted over with these aqueous stalactites and stalagmites, that the whole surface sparkled through the faint gleam of light admitted, as brilliantly as if studded with huge diamonds.

The weather suddenly cleared up fine, but the wind shifting round to N.N.W. dead against us, hemmed us in between the ice and the land, within a bight, leaving open water in mid-channel, from which we were cut off by a belt of heavy floe-pieces, margined by much sludge, and about half a mile in breadth. Our further progress being thus arrested, we landed at 7 P.M. to take our tea, in the hope that by the time that we had finished this refreshing repast, a passage might have opened out for us. At 8 P.M., however, the ice was jamming us into the curve in the coast closer than ever. I therefore determined on making an attempt to force the boat through it, by poling her along with the oars and boarding pikes. In this way we succeeded in getting about half way through, when the swell increased so much as we neared the margin, and the heavy pressure to which the boat was subjected between the larger floe-pieces became so great, that we had to haul her up on the ice, after taking everything out of her, to preserve her from being stove in. We then endeavoured to drag her over the larger pieces, with the intention of embarking the provisions and other things, as soon as she was launched into the loose sludge outside. Whilst thus laboriously employed, the making of the flood tide augmented the swell and commotion amongst the floe-pieces so much, pressing them together with such violence, that one of the largest and thickest pieces on which we had deposited our provisions, suddenly parted in the centre, threatening destruction to everything upon it.

In this critical position I was reluctantly compelled to relinquish the attempt for the present, and after landing everything in safety by means of the sledge, we dragged the boat over the floe-pieces and landed her upon the beach. It was midnight before we pitched the tent for the night on a ridge of shingle, after



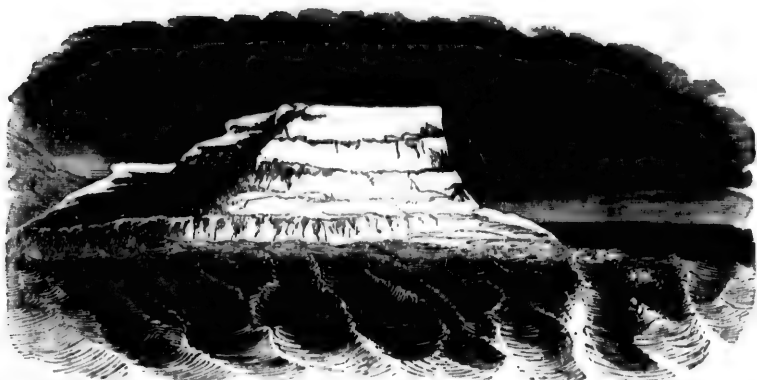
Sketched by R. M'Cormick, R.N.

Launching of the Boat over the Drift Ice from Lovell Point Encampment.

four hours of unceasing, most harassing, and dangerous work, which fairly put to the test the capabilities of every one of my small party, and fully satisfied me that I could not have selected a finer boat's crew for a perilous service, had I had the whole Arctic squadron to have picked them from. After supper, having set a watch for the night as a precaution against a surprise from the bears, whose tracks were rather numerous upon the snow on the beach, the buffalo robes were spread, and all turned into their felt-bags to enjoy that sound and refreshing sleep, which seldom fails to attend on the wearied and toilworn, however hard may be the couch or inclement the clime.

Friday 20th, the spot on which we encamped last night is a little to the northward of Lovell Point, all around a snowy waste, save and except the narrow shingle ridge on which the tent stood, and that was bare. The northern sky looked black and threatening, not that peculiar dark horizon indicating the presence of open water, and hence technically called a water-sky, but the lurid appearance preceding bad weather; the thermometer during the day rose no higher than 31° Fahrenheit. We saw four large flocks of geese all flying at a considerable height in their usual angular-shaped phalanx, shaping their course for the south, a sure sign of winter's near approach. Saw also many dovekeys and kittiwakes, and two seals.

On emerging from our felt-bags this morning at six o'clock, in which, chrysalis-like, we had been incased during the night, and quitting the confines of the tent, we found that but little change had taken place in the scene around us: both ice and weather bore much the same aspect. On the outer edge of the ice a heavy surf was still breaking, and large floe-pieces had been stranded on the beach by the heavy pressure in the night. The atmosphere looked gloomy, over-cast, and threatening; the thermometer had fallen below 29° , and young ice formed to the thickness of an inch. After our breakfast of cold bacon and biscuit with chocolate, I took a rough sketch of the encampment, and walked for about a mile along the beach to the northward, in search of a more promising part in the belt of ice for embarkation, but found none, even so practicable for the purpose as the place of our encampment.



Sketched by R. M'Curmick, R.N.

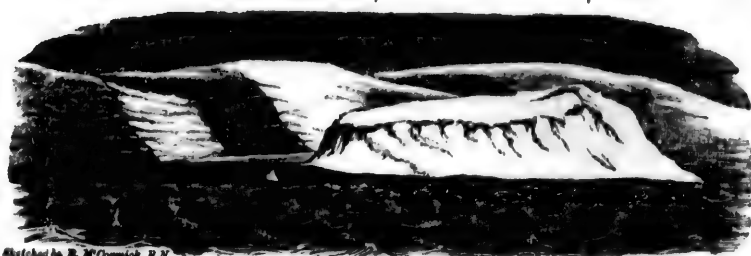
Cape Bowden, from the summit of Cape M'Bain, W.N.W. (Magnetic.)

On my return, therefore, the boat was once more launched upon the floe-pieces, which, from the wind drawing round more to the westward, had been packed closer together in shore; and at 10 A.M., by dint of great exertion, we at last succeeded in gaining the outer margin; but it was noon before everything was got into the boat, having to make three sledge-trips from the shore with the provisions and other things. We now launched her into the sludgy surf, where, from her being so deep in the water, although with only a month's provisions on board, and this she could barely stow, her situation was for a few minutes a very critical one, from the risk of being swamped, till by a few lusty strokes of the oars, we were swept fairly out of this vortex of sludge and water into the open channel, and made sail with a fresh breeze for Cape Bowden, going at the rate of about five knots an hour.

In doubling Cape Bowden, we had to make a considerable detour to avoid a long stream of ice extending from it to the distance of several miles; and in running through the heavy swell and sludge which skirted it, carried away our rudder, through one of the pintles giving way, which, on examination, was found to have been defective, and the rudder altogether badly fitted. In short, the boat was an old one, which had been knocked about in the late expeditions, and not well adapted for such an enterprise as this. This accident, together with a freshening breeze accompanied by thick weather, snow, and sleet, compelled us to lower the sail, at 5 P.M. I now looked out for a spot to beach the boat, under Cape Bowden, a perpendicular cliff, rising to the height of upwards of five hundred feet above the level of the sea; but the extremely narrow strip of shingle beach at its base was so thickly studded with stranded hummocks and berg-pieces of ice, on which a heavy surf was breaking, as to render it alike impracticable either to haul up the boat or find room to pitch the tent afterwards.

On the north side of Cape Bowden we opened a pretty little bay, of semicircular form, most symmetrically so, about a mile in breadth at its entrance, and much about the same in depth; bounded on the north by a low, narrow peninsula, suddenly rising into, and terminating in a tabular-topped cape, about two hundred feet in height, separating it from Griffin Bay. We pulled all round the little bay with the intention of encamping there for the night, but found the beach everywhere so hemmed in with a fringe of grounded hummocks of ice lashed by the surf, that not a single opening offered, even for running the boat's bow in between them. A flock of geese, a number of gulls, and several ravens, which we had disturbed in their solitary retreat, took wing on our approach. I gave it the name of Clark Bay; and the headland bounding it to the north, I called Cape M'Bain, after two esteemed friends; the former, being one of the few remaining survivors who shared in the glorious battle of Trafalgar, and the latter, an old voyager to these regions.

On rounding Cape M'Bain into Griffin Bay, the weather became so thick as nearly to conceal the land, and we had some difficulty in finding a spot where



Sketches by R. M. Cormick, R.N.

Cape M'Bain, bearing W.S.W.

the boat could be beached. After coasting the south side of the bay for nearly a mile within the Cape, we at last succeeded in hauling her up into a little nook between the grounded hummocks with which the whole line of coast was thickly strewn. At 6.15 P.M. we pitched the tent for the night, between two small shingle ridges, lighted a fire, and had tea, with some cold bacon and biscuit.

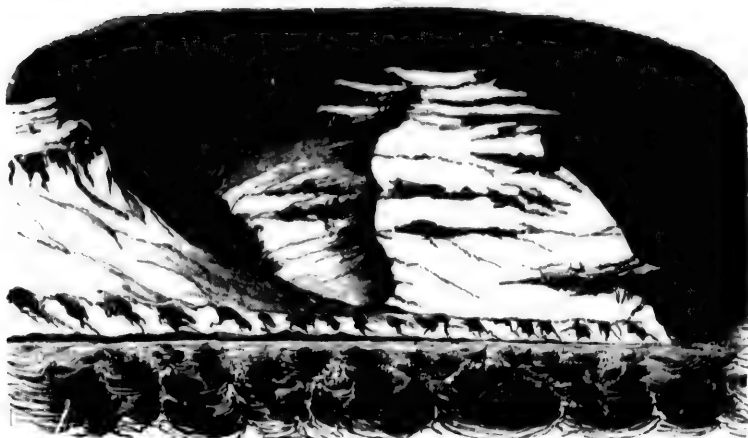
Griffin Bay presented a most wild-looking scene of desolation; the surrounding hills were all covered with snow; huge masses of old ice which had been stranded by some enormous pressure, lay thickly strewn along its shores, in places piled up in chaotic confusion; and the upper part of the bay was full of loose ice, the winter's floe having very recently broken up. The streams of ice which we met with on our way up channel doubtless came out of this and the adjacent bays.

When about turning into my felt-bag for the night, I found it saturated with water, and preferred taking my rest on the buffalo robe, without any other covering than what the tent afforded, having a black tarpaulin bag containing my change of clothes (all thoroughly drenched by the seas the boat shipped over her bows) for my pillow.

Saturday 21st.—Rose at 5 A.M., breakfasted, and started at six o'clock for the summit of Cape M'Bain, on which I found a cairn, containing a small gutta percha case, enclosing a circular printed in red ink on yellow tinted paper, dated Tuesday, May 13th 1851, and stating that a searching party from the "Lady Franklin" and "Sophia" brigs had left, for emergencies, on the north point of the bay, a caché of sixty pounds of bread and forty pounds of pemmican. From the spot on which the cairn stands, I took sketches of Capes Bowden and Grinnell, and descended on the south side into Clark Bay, and whilst examining its shores, I saw an Arctic gull and three fine large white hares (*Lepus glacialis*), which, however, were far too shy and wary to allow me to approach within ball range of them: both barrels of my gun being loaded with ball, I discharged one after them, which sent them running off at a tremendous rate.

Returning to our encampment, we struck the tent, and after re-embarking everything, made sail with a fair wind from the westward at 9.15 A.M., but still the same overcast and gloomy aspect of the sky. After we had proceeded for some distance, I discovered that a fine musk ox (*Ovibos moschatus*) skull and horns, (evidently a bull's from the bases of the horns meeting over the forehead,) found by two of the boat's crew, on one of the ridges above the bay, in a ramble they took last night,—had been left behind on the beach. This was much to be regretted, as the specimen furnished pretty decisive evidence that these animals must once have existed here, and the probability is, that they do so still. It bore evident marks of long exposure to the weather, bleached white, porous, and time-worn.

Standing over for Cape Grinnell, we encountered another heavy stream of ice, which crossed our course as it drifted rapidly out of Griffin Bay, cutting us off from the shore, and we had to get out the oars and pull round it. Our rudder, which we had made an attempt at repairing, again gave way. We passed a shoal of white whales (*Beluga borealis*), and saw the cairn on the point where the depôt of provisions was left. After taking a sketch of the latter, I landed about noon upon a narrow shingle beach, on which we lighted a fire and cooked a warm mess, made of preserved mutton, soup and potatoes, for our dinner. On walking up the ridge to the cairn, through a heavy fall of snow, we found the provisions gone; and as there were recent foot-prints up the side of the ridge leading to it, where the melting of the snow had left the soil sufficiently soft



Sketches by R. McCormick, R.N.

Cape Daniell, bearing N.W.

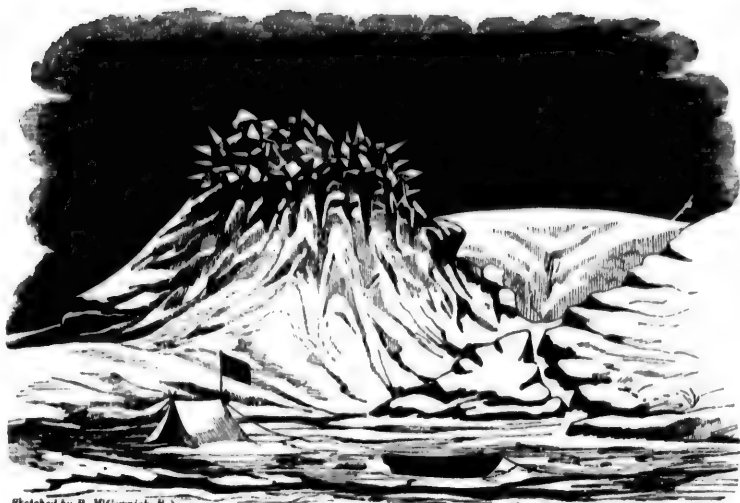
and plastic to take impressions, I came to the conclusion that the "Assistance" and "Pioneer" had taken them on their way up channel. Returning to the boat, we shoved off at 3 p.m., the sun glancing forth a momentary ray through the surrounding murky atmosphere, as we receded from the shore. On rounding the cairn point, we opened another small semicircular bay, strikingly resembling Clark Bay both in size and form; and to which I gave the name of M'Clintock, after my friend, the distinguished Polar traveller, now commander of Her Majesty's ship "Intrepid."

The coast, along which we had now to pull against a fresh northerly breeze, presented a very bold and striking aspect. Bluff headlands, rising precipitously from the water's edge to the height of six hundred feet and upwards, and skirted at the base by a narrow belt of shingly beach, profusely studded with stranded hummocks of ice. From the steep fronts of these magnificent cliffs of the mountain limestone projected three or more horizontal tiers of buttresses in strong relief, the effect of which was much heightened by the tiers being bare of snow, and black—so contrasted with their white sides as to give them the appearance of some frowning and impregnable fortress, or imposing battery presented by the broadside of a stately three-decker. Between two of these remarkable headlands, another very symmetrical bay opened out, bounded on the north by a wild, romantic-looking cape, towering upwards with smooth and swelling sides to near its summit, and then abruptly breaking up into angular-shaped rocky fragments, forming a rugged, picturesque-looking crest, seven or eight hundred feet above the level of the sea. To this pretty bay I gave the name of Emery, after an old and much valued friend; and to the south headland Cape Daniell, after another esteemed friend; both of whom have their names already enrolled in the annals of African discovery. I saw the tracks of bears and foxes upon the snow along the beach.

Cornwallis Land, forming the opposite shore of Wellington Channel, piebald with snow, loomed dark and wildly through the mist, at the distance of between twenty and thirty miles, yet I could distinctly make out the point forming its north-eastern extremity. Passed several white whales, a seal or two, and several large flocks of geese, the whole migrating to the south, a few dovekeys (*Uria grylle*), fulmar petrel (*Procellaria glacialis*), glaucous and kittiwake gulls.

At 6 p.m., observing a cairn on a low ridge of shingle, I ran the boat in between the grounded hummocks of ice on the point. Landed and found a tin cylinder containing a notice that the "Assistance" and "Pioneer" had passed on Sunday morning last at 10 o'clock, bound to Baillie Hamilton Island—"all well."

From this we had a very prolonged and fatiguing pull along a most dreary line of coast, closely packed with grounded hummocks. The breeze increased



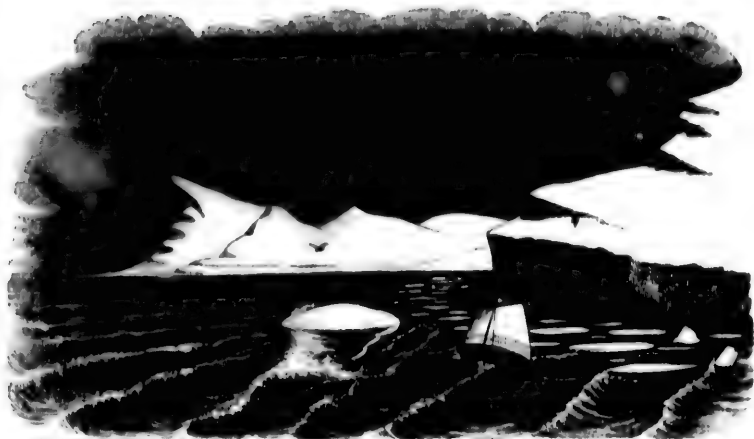
Sketched by H. M'Currah, N.Y.

Encampment in Emery Bay.

to a fresh gale, accompanied by sleet and snow; the thermometer 28° ; air cold and pinching, and the whole of the land more deeply covered with snow than any that we had yet passed. The horizon to the north looked black and threatening, and a faint pinkish streak of light seemed to give an additional air of wildness to its aspect. The night, too, was fast closing in, with no prospect before us of the smallest nook where we could haul up the boat in safety till the morning. A long way ahead of us three bold capes appeared in the distance; the nearest, a remarkably black-looking one, prominently jutting out from the snow-clad ridges flanking it on either side. Aground off it was a large mass of ice of fantastic shape, rising from the sea by a narrow neck and then expanding out into the form of an urn, appearing as if filled with white foam rising above the brim in a convex form. A long stream of ice was seen extending out from the Black Cape, which led me to hope that we should find a bay on the other side of it out of which the ice had drifted, and a place of refuge for the night, for my boat's crew were fairly worn out by pulling for so many hours against a head-sea and strong current, (running here, at times, five or six knots an hour) and exposed to such inclement weather.

In passing a low shingle ridge, before we reached the black headland, a cairn upon it caught my eye through the dark gloom in which it was enveloped, and although an ice-girt lee shore upon which a heavy surf was setting, I felt that it was my duty to attempt a landing to examine it. The boat's head was therefore at once directed for the shore, and run in between two heavy grounded masses of ice, leaving just room enough for her bows to enter; the ridge of shingle was too steep to haul her up, or I should gladly have encamped there for the night, unfavourable as was the spot for pitching our tent. We had to walk along the ridge over snow, in some places very deep, before we reached the cairn, and, to our great disappointment, after pulling it down and carefully examining the ground beneath and around it, found no record whatever. It was a small pile of rocks resembling a surveying mark, but when and by whom erected no clue was left upon which to form a conjecture. We saw here recent tracks of bears and foxes on the snow. Returning to our boat, after some difficulty in embarking in the swell, the crew, to whom I had given a little brandy each, pulled under its temporary influence with renewed vigour for the Black Cape.

That harbinger of the storm, the stormy petrel or Mother Carey's chicken (*Procellaria pelagica*), the first I have seen during this voyage to the Arctic regions, flew past the boat, and I fired at it but missed it, the boat rolling at the



Sketched by R. McCormick, R.N.

Pim Point, S.W. Bay of Refuge. Cape King, S.W. by W

moment too heavily in the swell for taking anything like an aim. We at last rounded the urn of ice and pulled through the stream, passing between and very close to several huge hard-washed blue masses of ice aground, on which a foaming surf was breaking, and the boat pitched and rolled so much in the ground swell as to ship a good deal of water, compelling us to bail her out.

On rounding the black headland we entered, as I had anticipated, a fine bay, between three and four miles deep; but after pulling for some distance along its wild-looking inaccessible southern shore without finding a nook where we could hope to get the boat's head in, being a lee shore, ice-girt, on which a dangerous surf was breaking, we had to pull across to the opposite side, a distance of two miles, the shore of which appeared in the form of low shingle ridges, giving promise of a beach on which we might haul up the boat in safety, as well as a dry ridge, free from snow, for pitching the tent. At first we rowed over a very shallow bottom, upon which the pebbles were distinctly seen, in a heavy ground-swell, but as we neared the north side got into deeper water. It was half an hour past midnight when we at last succeeded in hauling up the boat on the beach between some berg-pieces, which had been forced up by some vast pressure above the ordinary high-water mark.

Whilst some of the crew were employed in getting the things out of the boat, and securing her for the night, and others pitching the tent on the shingle-ridge above the beach, which on landing I had selected for the site, the cook for the day lighted the fire, and prepared supper. I strolled with my gun along the ridge round the north point, where huge berg-pieces were piled up one upon another in chaotic confusion to the height of from twenty to thirty feet by some tremendous pressure, occasioned, doubtless, by high spring-tides and heavy north-westerly gales.

The strong breeze we had been pulling against, had now increased to a hard gale of wind from the same quarter, accompanied by an overwhelming snow drift. Thermometer 28°, and piercingly cold,—a foreboding of a cruel night. So that we had encamped none too soon, for our frail boat could not possibly have lived in the sea that was now running outside. Therefore I called the inlet the Bay of Refuge, the black headland I named Cape King, and to the north point I gave the name of Pim, after two enterprising Polar friends, both well known for their enthusiasm in Arctic discovery, and their plans for the rescue of our missing countryman,—in the search for whom, Lieutenant Pim, like myself, was embarked in the present expedition.

On my return to the place of our encampment, I "spliced the main brace," that is, served out extra rations, in the present instance, of bacon and Burton ale, to the boat's crew for their supper, after their long day of toil and exposure.



Sketched by R. M. Cormick, R.N.

M'Cormick Bay.

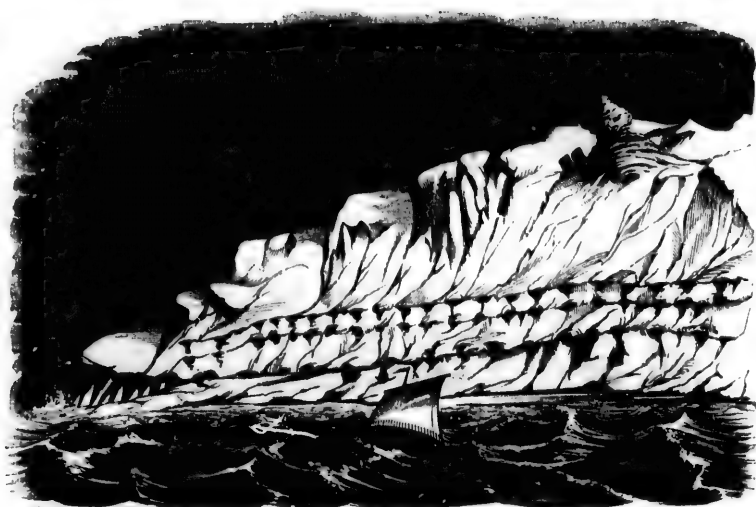
(Named by the Hydrographer of the Admiralty.)

It was 2.30 A.M. before we turned into our felt-bags for the night; mine was, however, still wet, and I lay down on the buffalo rug as on the preceding night.

Sunday, 22d.—Having retired to rest late last night, or rather early this morning, we did not rise until 10.30 A.M. It was still blowing a hard north-westerly gale, with snow-drift and overcast thick weather; so biting cold was the air within the tent, that sleeping, as I always do, at the weather end, where the wind blows in under the canvas, my hands felt quite benumbed throughout the night, from their having been exposed, in the absence of my felt-bag covering. I shaved for the first time since leaving the ship, and made my toilet under the lee of the boat. After our customary breakfast of chocolate, cold bacon, and biscuit, I took from my pocket a little prayer book, which had been my companion years gone by to both the Poles, North and South, and round the world, from which I read to my boat's crew part of the morning service, finishing with a short extemporary prayer, which suggested itself at the moment, as best fitting the occasion.

At 12.30 I left the tent, accompanied by three of my men, for the summit of Rogier Head,—which I named after an old friend who had been engaged in African discovery,—a bold craggy promontory, above five hundred feet in height, overhanging the sea, and about three miles distant from our encampment. Our course lay over some snow-clad ridges up a gradual ascent. At 1.45 P.M. we reached the summit, from which a wide and wild scene of desolation met the gaze; whichever way the eye was directed a grand and sublime spectacle presented itself, to which the fury of the tempest lent an awful interest.

Beneath the precipitous face of the overhanging crag on which I was seated, the surf was furiously lashing the narrow strip of black shingle beach at its base, margined by a belt of shallow water, the limits of which were well defined by a turbid greenish appearance, contrasting strongly with the dark, very dark, blue colour of the water beyond. Along the edge of this zone of shoal water, countless white whales were swimming down channel, literally speaking, in a continuous stream. Amongst them, here and there, one of a pie-bald colour; and sometimes the back of a straggler or two appearing in the discoloured water itself; all,

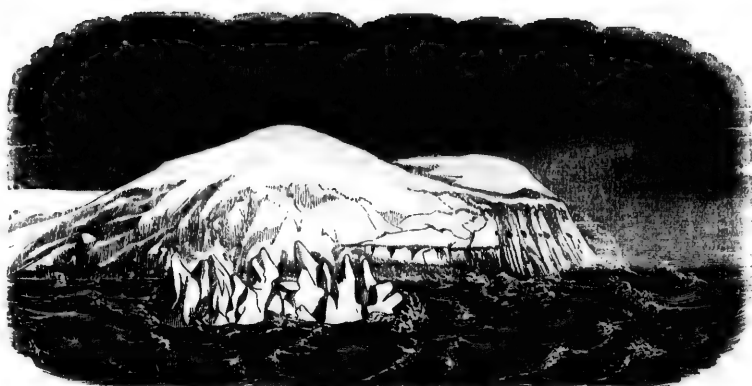


Franklin Beacon, bearing S.E. by E.

doubtless, migrating to less rigorous seas, whilst open water afforded them a passage to the southward. Over head, a solitary kittiwake (*Larus tridactylus*) hovered with uplifted wing, as it breasted the violent gusts of wind that at intervals swept past, driving along dense volumes of mist from the mysterious north, which came rolling over the dark surface of the channel, on the opposite side of which, the bleak and barren snow-streaked cliffs of Cornwallis Land bounded the horizon to the westward, terminating in a black point forming its north eastern extremity, about the position of Cape De Haven, half concealed in gloom and mist. To the north westward, Baillie Hamilton Island, loomed, like a dark bank of clouds above the horizon: three or four glistening patches of white light, reflected upon the surface of the dark water through some hidden aperture in the clouds, shone with the brightness of molten silver, amid the surrounding lurid atmosphere; rendering, the whole scene altogether a fit subject for the pencil of a Claude. We commenced our descent of the mountain at 2.30 P.M., and having taken as careful a survey of the vicinity of our encampment as the thick and unfavourable state of the weather would permit of, reached the tent at 3.30 P.M., without finding any cairn or traces of any one having landed here before us. Only the tracks of a bear and fox on the snow were seen. This morning, on starting, a small piece of drift wood was picked up above the present high water mark; and last night another musk ox skull was found by some of the boat's crew. It was the skull of a cow, the horns being small, and a space between their bases on the forehead, and not in such a good state of preservation as the last. This gives me sanguine hopes that I may yet fall in with the living animal itself, before the winter drives us back to the ship. Discouraging as there is no denying our present prospects certainly are, we must at all hazards solve the Baring Bay problem first. On reaching the tent we found dinner all ready, and a warm mess of preserved mutton very acceptable. A dismal night—thermometer 25°.

Monday 23d.—It blew in heavy squalls all last night. About 9 o'clock this morning, however, a lull taking place, I resolved to make an attempt to reach Baring Bay as soon so the sea should sufficiently go down for launching the boat. After breakfast we erected a cairn on the low shingle ridge where the tent stood, and deposited beneath it a tin cylinder containing a record of our visit. The upper extremity of the bay was still covered with the smooth winter's floe, which had not yet broken up.

MEMO.—A boat expedition from Her Majesty's ship "North Star," at Erebus and Terror Bay, Beechey Island, in search of Sir John Franklin, encamped here,



Sketch by R. M. Cormick, R.N.

Cape Osborn, bearing N. (Magnetic.)

at 12.30 A.M. on Sunday, August 22d, during a gale of wind, and left for Baring Bay on the following morning at 10.30.
No traces found.

August 23rd 1852.

R. M'CORMICK, Officer Commanding Party.

At 10.45 A.M., as we were about to start, I shot a sandpiper (*Tringa maritima*) on the beach. On rounding the outer point we found a considerable swell outside, with a strong breeze to pull against, passing Rogier Head, the headland we ascended yesterday, and another adjoining promontory; we had to contend with a short head sea, in a deeply laden boat, with a damaged rudder almost useless, compelling us at times to use a steer-oar in addition to keep her head to the sea, along as dreary and desolate a looking coast as I ever recollect having seen in these regions. The land appeared like a vast wreath of deep snow banked up against the horizon, its continuity broken only by deep gullies in one or two places, with not the smallest bight or indentation along its ice-encumbered shores, on which a heavy surf was breaking, where a boat could find shelter during a gale of wind.

After a most laborious pull of four hours we reached the steep and almost perpendicular ridge of Cape Osborn, a bold headland of rounded form, white with snow, excepting where a dark blotch appeared just below its summit, formed by the bare rock of the projecting buttresses. This cape may be considered the northernmost boundary of Wellington Strait, which here expands out into the broader Queen's Channel. At 1.45 P.M. we passed a very remarkable isolated mass of rock, rising abruptly from the steep face of this ridge about one third from the summit.

It bore a striking resemblance to the bust of a human figure of burly form, and habited in a cloak and cap; the horizontal layers of limestone rock, of which it is composed, being so arranged as to give the cloak a caped appearance; a slab of the limestone in front of the figure, fancy might liken to a book. This singular specimen of sculpture from the hands of nature, worked out of the rock by the united chisels of time and weather, removing the softer portions and leaving the harder standing forth in strong relief,—I transferred a fac simile of it to my sketchbook under the name of "Franklin's Beacon," whose attention it could not fail to attract, pointing as it does to those unknown and unexplored regions which lie beyond, around the Northern Pole, untrodden by the foot of man since creation's dawn, and in the deep recesses of which, doubtless, lies hidden his mysterious fate, of which our search, thus far, unhappily has failed to elicit the slightest trace.

At 4 P.M. we doubled Cape Osborn, on the north side of which a huge pile of dirty yellow-looking old berg-pieces of ice lay aground in the turbid greenish shoal water which skirts the coast all the way to Baring Bay, extending out from the hummock-fringed beach to the distance of a mile or two and upwards, and along which a heavy ground swell sets upon the shore in a succession of



Sketched by R. McCormick, R.N.

"Forlorn Hope," running under the lee of Two Icebergs, aground in the Wellington Channel, in a gale of Wind, 23d August 1852.

long rollers, through which it would have been utterly hopeless for any boat to have attempted reaching the land in safety. The coast from Cape Osborn trending round to the N.E. brought the wind more aft, enabling us to make sail, and for some time we made considerable progress, dashing through the heavy cross sea that was running at the rate of five or six knots an hour. Having the breeze with us now, the only chance left us was to run the gauntlet for Baring Bay, in the hope of finding there some haven of shelter after rounding Point Eden, which still appeared at a fearful distance ahead of us; and the long line of foaming crests sweeping over the broad expanse of troubled waters which lie between, threatening to engulf our small frail bark ere we reached it. When we had got about midway between Cape Osborn and this point our situation became a truly perilous one; the boat was taking in water faster than we could bale it out, and she was settling down so much as not to leave a streak free; labouring and rising heavily and sluggishly to each successive sea, so that all expected every moment that she would fill and go down the first sea that struck her, from which only the most careful and watchful attention to the helm preserved her. Fortunately for us, at this critical moment, too small bergs aground providentially appeared on the port-bow, and I immediately ran for them, in the hope of finding the water smooth enough under their lee to enable us, by lowering the sail and lying on our oars, to thoroughly bale out all the water from the boat, which was now nearly full; in this we happily succeeded whilst lying only a few feet from the bergs in comparatively quiet water, protected by their blue hard washed sides from the seas which broke over them to windward, rebounding upwards in foaming columns of surf and spray, which dashed high above their summits from forty to fifty feet in height, presenting a wild scene, at once grand, sublime, and awful.

On again making sail our small over-laden skiff, no longer water-logged, bounded onwards over every sea more freely and buoyantly than before; but as we opened Baring Bay, the great body of water which was setting into it from the broad expanse of the Queen's Channel, with the wind and current both from the N.W., caused such heavy rolling seas to tumble in upon the shore,



Sketches by E. M. Cormick, R.N.

Mount Providence, Baring Bay. Bearing West (Magnetic).

that our crippled rudder was entirely swept away, and we had great difficulty in steering with an oar a boat so deep in such a sea; and had to get one out on each quarter to keep her head to the sea and prevent her broaching to, when nothing could have saved her from foundering instant.

The shores all round this bay presented a perfectly flat surface, level with the ice,—which still, though broken up, filled the upper part of it,—and extending to a considerable distance inland, bounded by a slightly undulating ridge of hills in the horizon, averaging, perhaps, a hundred and fifty feet in height. But one point in these inhospitable shores seemed to offer the faintest hope of a place of shelter. This was a black mount on the south side, of somewhat conical form, having a truncated summit, with shingle ridges in front; and from its marked and conspicuous appearance amid the wide surrounding waste of snow, had particularly attracted my attention, from our first opening the bay, as it appeared to me the only spot accessible for ice. It was flanked on the west by an inlet, still covered by the winter's floe. On this spot I had from the first centred all my hopes of finding a harbour of refuge. Putting the boat, therefore, right before the wind, I ran for it through a turbulent ground swell, over a long extent of several miles of shoal water of a dirty green colour, showing the fragments of rock and pebbles at the bottom on nearing the shore, when two points for beaching the boat offered; one on the port bow, forming a curious natural basin of quadrangular shape, enclosed on all sides by a narrow ledge of black rocks and shingle, excepting in front, where an opening was left just large enough to admit the boat. Into this, being the nearest, my boat's crew were very anxious to take her thoroughly worn out as they were by a day of unceasing toil and danger, amid which their cool and manly conduct was beyond all praise. And on losing the rudder and tiller, with which I always myself steered the boat, the ice quarter-master especially proved himself an expert hand at the steer oar at a moment when we were obliged to have one out on each quarter to keep the boat's head to the heavy cross sea that was running, to prevent her from broaching-to. I objected, however, to the little land-locked harbour for the boat, on the ground of the chance of being entrapped within it by a change of wind bringing the ice down upon it, and thus preventing us from so readily getting out again; and also from the low, boggy ground, exposed on all sides to the weather, being unfavourable for pitching the tent. I, therefore, stood on for the Black Mount, ahead, and was fortunate enough to find at its base a sloping beach for hauling up the boat between some grounded hummocks of ice, backed by a shingle ridge, dry and free from snow, on which we pitched the tent at 8 p.m., sheltered by another ridge still higher, above which rose the Black Mount. I ascended this eminence, whilst the boat's crew were lighting the fire and getting supper ready. From its summit I saw the ice closely packed all round the bay by the wind now blowing up it, and that this was the only spot where a boat could possibly have found a place of shelter along the whole line of coast, from the bay we left this morning, to as far as the eye could reach beyond us to the north-

ward, rendering the navigation of the Wellington Channel extremely dangerous for boats at a late and boisterous season of the year. I saw a flock of geese on the passage here, and another arose from a lake on our arrival. A small fragment of drift wood was picked up on the hill. After spreading all our wet clothes on the shingle to dry, everything in the boat having been drenched with sea water, we had tea and preserved beef for supper, and turned in at midnight, truly thankful to God for our providential escape. Therm. 27°.

Tuesday, 24th.—Breakfasted at 8.30 A.M. As it was still blowing a north-westerly gale, preventing our attempting anything further with the boat, I started at 11.30 A.M., accompanied by one of the boat's crew, on an excursion along shore, with the view of ascertaining the state of the ice, and selecting the best route for sledging round the top of the bay should a continuance of the present boisterous weather render boating operations wholly impracticable.

On passing a small lake about a quarter of a mile from the encampment, we saw two eider ducks (*Anas mollissima*) with eight young ones swimming on it. I shot the whole of the broods and one of the old ducks, the other made its escape. Our course at first lay over flat, swampy, boggy ground covered with snow, through which a few straggling tufts of moss, lichens, saxifrages, poppies, and a small species of juncus made their appearance at intervals; the whole intersected by very low narrow ridges of shingle and a chain of small lakes. The winter's floe had all the appearance of having been recently broken up by the late gales setting a heavy swell into the bay, which had ground it into fragments and hummocks mixed with sludge. A thick fog coming on, accompanied by snow drift sweeping over the bay from the northward, and concealing the outline of its shores, I struck across the low land for the ridge of hills which bounds it inland, passing several isolated masses of rock which, as they appeared through the snow at a distance, so much resembled piles of stones artificially heaped up, that dwelling, as our thoughts constantly did, on cairns and memorials, we were frequently—until the eye became familiar with these deceptions—induced to diverge from our course to examine them. On ascending the ridge we followed it back to the head of the inlet (south of our encampment), which is nearly two miles deep, and narrow at its entrance, being not more than about a quarter of a mile in breadth, but expanding out to double that width. We walked round several lakes on the ridge of hills, and heard the monotonous mournful cry of the red-throated divers (*Colymbus septentrionalis*) in the vicinity, but the fog had become so thick as to conceal them from view. On descending from the ridge down a terminal black cliff inland of the tent, we had to make head against the gale, which drove the cutting snow-drift in our faces with the thermometer at 29°. We reached the encampment at 5 P.M., having only had a shot at a tern, and seen the track of a fox. The ice-quartermaster and another of the boat's crew returned soon after us from a ramble round the other side of the inlet, having found the skeleton of a bear.

Wednesday, 25th.—Rose at 6 A.M.; no improvement in the weather; a quantity of sludge ice driven in shore, which was fast beginning to be cemented together by the formation of young ice, forming an impassable belt for our boat, in front of the encampment. Still too thick and boisterous for boating or sledging. After breakfast I visited the small lake again, and shot three ducks out of a flock of eight young pintails (*Anas caudacuta*). After my return to the tent with them, one of the boat's crew killed the remaining five. We had some of them for dinner, and found them excellent eating. Saw two or three sandpipers and wounded an Arctic gull (*Lestris parasiticus*), but notwithstanding that the thumb, or tip of the wing was broken, it succeeded in getting away.

I walked afterwards to the top of the west inlet, accompanied by two of my party, in search of the remains of the skeleton of the bear, they having on first finding it brought back with them the skull and pelvis. After a long search, we at last hit upon the spot, where a rib was projecting from the snow, beneath which we found most of the vertebrae, deeply imbedded in the richest bed of moss we had yet seen, the result, doubtless of the manure arising from the decomposition of the animal's carcase; although from the bleached appearance and honey-combed state of the bones, a long series of winter snows would seem to have mantled over them since Bruin dragged his huge unwieldy frame a few yards above the head of the inlet to breathe his last on terra firma, whether in

sickness or old age, to become food for the foxes, who had rendered the skeleton incomplete by walking off with most of the ribs and long bones to feast off at their leisure. All that remained I collected, and we returned to the tent through a heavy hail-storm and densely overcast sky, with thick mist, and the thermometer at 25°. Saw some red-throated divers on one of the largest lakes, two tern, and the track of a fox. In the afternoon, the wind shifting round to the westward, and the weather somewhat moderating though still very squally, I set about making preparations for our sledging journey; the wind now setting directly up the bay, packing the ice so close as to render any attempt with the boat utterly hopeless. Having stowed the sledge with four days' provisions, we dug a trench and made a cache of the remainder of our provisions, filling it up with shingle as a protection against the bears during our absence. The boat was hauled up on the second ridge on which the tent stood, and turned bottom-up, with the gear and spare clothes stowed underneath, as a precaution against high tides, which might probably rise higher than usual under the influence of heavy westerly gales.

Thursday 26th.—I was stirring at 3 A.M. Morning gloomy and overcast, with snow. Wind round to the eastward and moderated. Thermometer 24°. Walked down to the lakes where I shot the ducks; it had frozen over during the night; took a sketch of the encampment from it. Three or four snow buntings (*Emberiza nivalis*) were flitting about on the ridge above the tent, saluting us with their lively cheerful note. Yesterday a red-throated diver was shot on one of the lakes by one of our party. At 5 A.M., I roused out the boat's crew, and we had our chocolate, biscuit, and bacon breakfast.

The progressive fall in the temperature, with the rapid formation of young ice, together with the boisterous north-westerly gales, which had packed the broken up winter's floe upon the shore in front of our tent, forming a belt of hummocks and sludge half a mile in breadth, and daily increasing in extent, cutting us off from the open water, and requiring only a few calm days to cement it altogether, and render the present position of the boat inextricable, were unmistakable signs that the season for boating operations was past; and so soon as a southerly wind from off the land should drive the ice out, no time was to be lost in getting her into the open channel. All, therefore, that now remained to be done was to complete the exploration of this bay by an overland journey.



Sketched by R. M. Cormick, R.N.

Owen Point, distant Five Miles, bearing E.S.E.

SLEDGE EXCURSION ROUND BARING BAY.

Having struck the tent, and stowed it on the sledge, with our felt bags, buffalo robes, four days' provisions, and an "Etna" with spirits of wine for fuel, we started at 8 A.M.; reached the first low rocky point in the curve of the bay, two miles distant, at 9 A.M. Our course lay over the low snow-clad ridges of shingle. From this our encampment hill and boat bore N. (magnetic), but here the variation is so great, as almost to reverse the points of the compass. At 9.30 A.M. we struck off more inland, in the direction of the ridge of hills, to avoid a curve of the bay, crossing over a level tract of marshy bog, covered with snow; on which one of the party picked up a small spider. At 10.15 A.M. crossed a rivulet over a pebbly bed, from which some animal was seen on one of the shingle ridges; but at too great a distance to make out whether it was a bear or reindeer, as it disappeared behind the ridge, before I could get my telescope to bear upon it. Crossed another running stream, rapidly flowing over its pebbly channel, (towards the bay) across which the sledge was carried. I made a considerable detour here in pursuit of the stranger, without seeing anything more of him, and overtook the sledge upon a broad, smooth, snow-clad plain, the monotonous whiteness of which, was only broken by the narrow bare ridges and spits of shingle, which intersected its surface like shaded lines, scarcely rising above it. At 11 A.M. my party being somewhat fatigued with this, to them, novel work, (and dragging a sledge over the inequalities of land, covered with snow though it be, is a far more laborious task than over floe ice,) they had a spell of ten minutes to rest, and take their allowance of rum, mixed with the pure water from an adjacent lake. Saw two sandpipers here, and the track of a reindeer (*Cervus tarandus*), probably that of the animal we lately had a glance of. At 11.30 A.M. reached the head of the curve of the bay we had been steering for; it contained a large patch of loose ice, a low point jutting out from it to the S.E. Point Eden bore N. from this. Passed two small lakes, and heard the cry of the red-throated diver. About noon the breeze died away to nearly a calm, and the men were so heated by their exertions, that they took a spell for a few minutes. I saw the land on the opposite side of the Queen's Channel, bearing E.S.E. At 1 P.M. a portion of the spine of some animal was picked up; saw two more sandpipers, and passed another lake. The breeze springing up again, in less than a hour, had freshened to a gale, accompanied by a sharp snow-drift, which swept like volumes of smoke, over the wide waste around us to the sea, which was scattered over with streams of hummocky ice. We rested for an hour to dine, on the side of a low shingle ridge, having the bay in front, a lake on either side. and another in the rear, from which we drank delicious water, with our cold bacon and biscuit meal. Started again at 3 P.M.; I shot a tern (*Sterna arctica*) near a small gap or pass, in an embankment here, skirting the bay. At 4.15 P.M. Point Eden bore N.N.W., and a peak of the land, on the opposite side of Wellington Channel S.E.



Sketched by R. M. Cormick, R.N.

Owen Point Encampment, North Point of Baring Bay, bearing E.S.E. (Magnetic).

At 5.30 P.M. filled our kettle with water from a neighbouring lake, and having boiled it over the spirit lamp of the "Etna," made tea under the lee of the sledge, in the midst of this wilderness of snow. Cape Osborn with Eden Point bore N.N.W. At 6.30 P.M. started again, and at 7 P.M. when some distance ahead of the sledge, pioneering the way, as was my custom, I came suddenly upon the track of the musk ox, close to one of those numerous running streams, by which the chain of lakelets studding these marshy flats, empty themselves into the bay. The animal appears to have attempted crossing over the frozen surface of the stream, but finding that the ice, which was broken by his two fore feet, would not bear his weight, retreated, crossing his own track in the direction of the hills, bounding the horizon to the southward. From the appearance of the foot-prints (which measured five inches, both in length and in breadth) it must have passed very recently, as there was a driving snow-drift at the time, which would soon have effaced the impressions. These foot prints, when taken in connexion with the two skulls recently found, afford, I think, indisputable evidence that the musk ox is an inhabitant of North Devon, at least, during the summer months; and is, probably, now migrating to the southward for the winter. But their course thitherward, and how they get across Barrow Strait, is not so easily explained; they must, at all events, wait till the Strait is frozen over.

The black point, with its rounded snowy top, in which the ridge of hills environing the bay, terminates to the northward, and which we have had in sight so many hours, as the goal to be reached before we pitched the tent for the night, has for several miles appeared at the same distance, or, as the sledge's crew would have it, receding, as mile after mile, with weary and jaded steps, they toiled along, dragging after them the cumbrous sledge, and still the dark point appeared no nearer. Fairly exhausted, they were compelled to take more frequent spells to rest for a few minutes. The night, however, looked so threatening, the northern sky intensely black and lowering,—premonitory signs of the wind going back to its old stormy quarter,—that I was very anxious to secure the shelter of the point ahead for pitching the tent under, as in the exposed, wide, and bleak waste around us, the canvass and poles supporting it would scarcely have withstood the violence of the strong gusts of wind.

The dark sky was preceded by a very remarkably-tinted horizon in the north, in which streaks of a fine olive green, alternating with bands of an amber colour, and a rich chestnut brown zone, intersected horizontally; the side of the hills about Prince Alfred Bay, crested by a dark neutral tint, vanishing into a leek-green. When, within about a mile of the point, to encourage my sledge-crew, and convince them that we were, in reality, now drawing near it, I walked on ahead at a quickened pace and ascended to the summit; and, on descending again to the extreme rugged point, I found them pitching the tent on the shingle-ridge beneath. It was exactly midnight, and thick weather with fine snow. A fire was soon lighted, tea prepared, and bacon and biscuit served out for supper. It



Sketched by R. McCormick, R.N.

Westernmost Bluffs of Alfred Bay, bearing E. by S., and Peak, E.S.E., as seen from the summit of Owen Point.

was nearly two o'clock in the morning before we turned in, all thoroughly knocked up with the day's exertions.

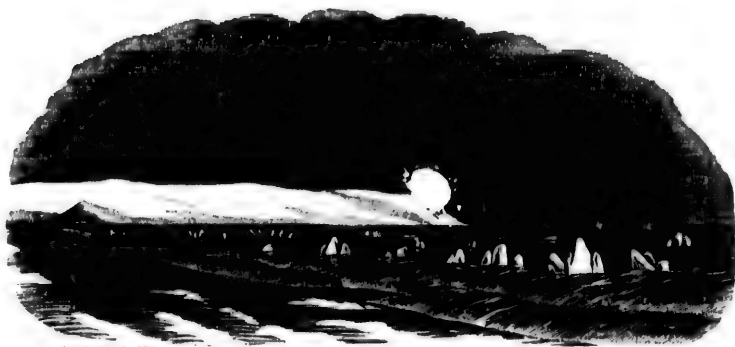
Friday 27th.—Morning overcast; I left the tent at 8 A.M., and whilst breakfast was preparing, ascended the rugged point above our encampment to get a view of our position. At first scrambling over a confused pile of rocky fragments, swelling out above into a broad, smooth, and round-backed hill about three hundred feet in height, commanding a view of the shores of the curve of the coast to the northward of it, laid down in the chart as Prince Alfred Bay; an isolated peak, apparently some little distance inland, just showing itself over the highest range of hills on the north side; this ridge terminating in two black table-topped bluff headlands, running far out to the westward, but the horizon was too hazy for making out distant objects sufficiently clear for getting the different bearings correctly, which, as this spot promised to be the extreme limit of our journey, I was the more anxious to obtain before I commenced my return, more especially as the sun had been hid from our view by fogs, mists, and constantly-overcast skies, accompanying the tempestuous weather which has attended us in all our movements since we left the ship; so that no opportunity has offered for getting observations for the latitude and longitude, and consequently my little pocket sextant has remained idle in its case.

In the hope that the weather might clear up about noon, I returned to the tent to breakfast, having seen only about half a dozen snow-buntings flitting about the hill-top. My party were glad to take a siesta in the tent to-day, so knocked up were they after their laborious and toilsome forced march of yesterday, dragging a heavily laden sledge over a distance of about thirty miles, having actually travelled this within the space of sixteen hours, at the average rate of rather more than two miles in an hour, resting for dinner and tea an hour at each meal; the longest sledging journey by far, I believe that has yet been accomplished in one day without the aid of dogs.

At 1.30 P.M., during a temporary clearing away of the mist, I again ascended the hill above our tent, bounding the low shores of Baring Bay on the north, which I have named Owen Point, in honour of my friend Professor Owen, the distinguished naturalist and Cuvier of our own country, who has evinced a lively interest in the Franklin search and Polar discovery.

Baring Bay, indeed, scarcely deserves the name of a bay, it is little more than a broad sweep in of the coast, and is so shoal on entering it from the southward, that I could see the pebbles at the bottom for several miles off shore; and had good reason to remember the heavy ground swell that rolled over it in surges threatening destruction to the boat every minute, in the gale which drove us before it, to seek the only place of shelter which the whole length and breadth of its shores afforded under the Black Mount.

A black table-topped bluff, bearing E. by S. by compass, forms the westernmost extremity of Alfred Bay, on the north side; and a little to the eastward of this, peering just above the high ridge of land, is a peak bearing



Sketched by R. M' Cormick, R.N.

Mount Providence, with Eden Point and Cape Osborn, N.N.W., as seen from the summit of Owen Point.

E.S.E., and being the only apparent peak, would, therefore, seem to be Mount Franklin, as there is no hill whatever representing it in the position in which it is laid down in the chart inland of Baring Bay. A line of hummocks of ice as if aground appears in Baring Bay, about two leagues from shore, which may possibly cover a shoal or very low islet. Distant land in the Queen's Channel, apparently Baillie Hamilton Island, &c., bore from N. by E. to N.E. by E. Cape Osborn bore N.N.W., and the Black Mount above our boat N.W. by N. Whilst taking a sketch of the bays and distant points, the ice quartermaster and some of the boat's crew meantime erected a cairn on the north side of the hill, the others being employed cooking dinner, &c., preparatory to our departure. We finished the cairn at 3.30. p.m., and placed beneath it a tin cylinder, containing a record of our proceedings thus far. On descending the hill we discovered an ancient Esquimaux encampment on its acclivity, consisting of a pile of fissile rocks of semi-circular form in front of a natural wall of the stratified rock which jutted out from the side of the hill. We dug beneath it, but found nothing. The rock, a dark brown coloured limestone, highly crystalline, and the surface embossed with the elegant scarlet lichen (*Lecanora elegans*). On our return we had our usual meal of cold bacon and biscuit, with some tea.

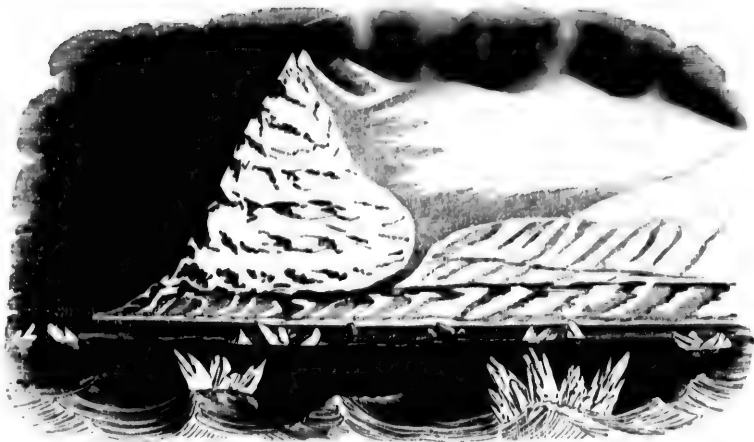
At 5 p.m. we struck the tent to commence our return to the boat, the state of the weather unfortunately precluding any astronomical observations being taken for fixing the positions of the land, which have evidently been laid down much in error in the chart. Passing one of the largest lakes I had several shots at a pair of red-throated divers; they had a young one on the lake, which I shot, and started again at 6.20. p.m. We encamped for the night in the midst of the unsheltered waste of snow, nearly half-way back to our boat at 10.30. p.m.

Saturday 28th.—At 8 a.m., breakfasted, struck the tent, and started again at 9.30 a.m. This was about the most uncomfortable night we had yet passed, blowing a hard gale of wind, accompanied by a fall of snow, and clouds of drift, and so cold that we could not get warm all night. The wind finding its way under the tent, shaking it so violently, that we expected every moment the poles would give way, and the canvass come down upon us for a coverlet. The thermometer stood at 29°. The watch during the night heard a distant sound, like the bellowing of cattle. Probably, the musk ox, whose foot prints I fell in with yesterday, but concealed from view, by the ridge of hills inland of us: for sounds may be heard at a great distance, in the highly rarified state of the air, in the still solitudes of these regions. This snowy desert was here and there dotted over with boulders of rock, richly ornamented with the beautiful and bright scarlet lichen, and intersected by numerous rivulets and lakelets, some of the largest of which were now half frozen over; and the ice on the less rapid fresh water courses permitted the sledge being quickly drawn over by the whole party without breaking. At 11 a.m. we rounded a deep curvature in the shores of the bay, the wind edging round to its old quarter in the N.W., snowing with a strong drift. Saw three or four tern, whose vociferous clamour over

our heads proclaimed their anxiety for the safety of their young, evidently not far off. At intervals we heard the wild deep toned and mournful cry of the red-throated diver, rising from some adjacent lake, music to the ears of us lone wanderers, in the dearth of life and sound around us. We saw one large flock of ducks only, going south. At 11.30 A.M. crossed an elbow of the low shores, forming a considerable convexity in the bay, from which a deep curve ran up beyond it; bounded on the west by a low black point, covered with broken up fragments of limestone, faced with the scarlet lichen, and abundantly fossiliferous, more especially in corallines, of which I collected some specimens. Here we became enveloped in a thick fog, which, with snow, continued till we reached our old encampment. At 2 P.M. crossed a patch of loose stream sand, and the sledge party rested for a few minutes near a rapid stream, after crossing which, the sledge soon came upon its outward track of yesterday. Saw three or four sandpipers, and wounded an Arctic gull; which, falling somewhere in a dark shingle water course, about a quarter of a mile from where I shot it, I lost, after making a considerable detour from the sledge's course in search of it, for I have not yet been able to obtain a specimen of this solitary bird, mostly met with singly, or in pairs; and of which we have seen only three or four individuals throughout our journey; all very shy and wary. On coming up with the sledge, we were drawing near the Black Mount, and I proceeded on ahead of my party to see if all was right. Reached the boat and caché at 4 P.M. in the midst of a snow storm, with the wind at N.W. Found everything as we left them, with the exception of the gratifying sight of open water in the cove; all the ice having been driven out during our absence, by the southerly winds, which blew for a few hours, leaving only a narrow belt of loose sludge near the beach, and no impediment in the way of getting to sea in the boat. It was just low water, and the large urn shaped masses of ice were left high and dry in hollows in the bed of shingle which they had made for themselves, in the ebb and flow of the tides, and to the repeated action of which they owe their hour-glass form. On the arrival of the sledge, we pitched the tent on the old spot. A large flock of ducks alighted in the bay this evening.

Sunday 29th.—We did not rise until 8 A.M. This is the finest morning that we have experienced since leaving the ship; and all our clothing and bedding being so saturated with moisture, as to prevent any of us from sleeping last night, I took advantage of the favourable change in the weather to have everything spread outside the tent to dry. Being Sunday, I determined to make it a day of rest to recruit the exhausted energies of my men, before we commenced our homeward voyage. All still feeling more or less the effects of the fatigue attending their unremitting exertions for the last two days; one evincing a slight disposition to snow blindness, and another some dental irritation.

After they had all had the great comfort of an ablution and shave, I read part of the morning service to them in the tent. Our dinner, as yesterday, consisted of a warm mess of preserved mutton, soup and potatoes, with Burton ale. Wind round to the westward, breaking up the winter's floe in the inlet, west of the encampment, and which was rapidly drifting out past us. The rise and fall of tide here is considerable, some six feet, probably. The wind this evening shifted to the N.W., with a fall of snow in large flakes. Night overcast and misty, with a black looking horizon to the northward. We turned in at 9 P.M.



Sketched by R. M'Cormick, R.N.

Rogier Head, South.

Monday, August 30th.—I was up this morning and outside the tent as early as four o'clock to look around, and, having well weighed both our present position and future prospects, to determine on the best course to be adopted; when, taking into consideration the advanced period of the season and unpromising appearance of the weather, that nothing further could be accomplished in the search northward and eastward of this bay, I very reluctantly decided on returning to the ship, and we commenced stowing the boat and making preparations for our return.

At 9.30 A.M., we erected a cairn on the summit of the Black Mount, which I called Mount Providence, in commemoration of our providential deliverance from as perilous a position as a boat could possibly have escaped from,—placing beneath the cairn a tin cylinder, enclosing a record of our proceedings, of which the following is a copy:—

MEMORANDUM.—A boat expedition from Her Majesty's ship "North Star," at Erebus and Terror Bay, Beechey Island, in search of Sir John Franklin, arrived here on Monday August 23d, at midnight, during a gale of wind and heavy sea which carried away the rudder of the boat and nearly swamped her.

On Thursday last, sledged on the snow over the low lands round the head of the bay, without finding any opening to the eastward or traces of the missing expedition; returning to the boat on Saturday afternoon. Weather during the preceding week has been most unfavourable, blowing, snowing, and foggy, with the thermometer constantly below the freezing point. The lakes frozen over, and every appearance of winter rapidly setting in.

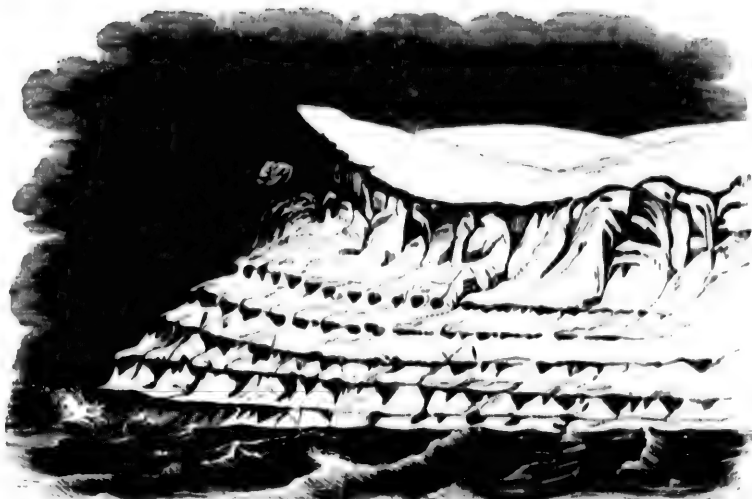
Launched the boat this morning on the making of the tide, to return down Wellington Strait and examine the bays along its eastern shores. A memorandum of our sledge journey has been deposited under a cairn erected on the summit of the northern point of the bay.

R. M'CORMICK,
Officer Commanding Party.

Monday, August 30th, 1852.

To the inlet running up on the west side of Mount Providence, from S.S.W. to N.N.E., I gave the name of Dragleybeck, in commemoration of the birthplace of Sir John Barrow, Bart., and in compliment to his son, John Barrow, Esq., of the Admiralty, F.R.S., who, following up his father's career, has earned for himself a distinguished position in the history of Arctic discovery by his noble and unceasing efforts in furthering the search for the brave but ill-fated Franklin and the rest of our long-lost countrymen.

The chain of lakelets on the moorland I named, after two near relatives, the Louisa and Marianne Lakes.



Sketched by H. McCormick, N.Y.

Franklin's Beacon, S.S.E.

Descending to the ridge, which is about fifty feet above the beach, and from thence to the lower one on which the tent stands, we struck it, and erected another cairn on the spot where it stood. The rocks here are sparingly fossiliferous. It was a very low tide this morning, being out a hundred feet from the last high-water mark.

After a luncheon of cold bacon and ale, to fortify the boat's crew for their long pull they had before them to the next bay, against a head wind and pinching cold air, we about noon launched the boat between the heavy hummocks of ice aground, five or six feet in height when high and dry. Had snow, fog, and mist, with a short head-sea to buffet with; the drops of water froze on the blades of the oars as they rose from the sea after each stroke, and accumulating till the lower edges became fringed with pendant icicles; the water shipped over the bows soon froze at the bottom of the boat, so that had there been much sea on we should soon have had a very dangerous kind of immovable glacier-like ballast.

We saw a seal or two, a flock of ducks, a few dovekies, fulmar petrel, and the arctic gull. At 6.45 p.m., on rounding Eden Point, the trending of the coast in a S.W. direction enabled us to make sail. We carried away a temporary rudder which we had constructed just before we started out of the head of a cask from the wreck of the "M'Lellen," American whaler, lost by the unfortunate but enterprising seaman, Captain Quayle.

At 7.30 p.m. we doubled Cape Osborn, and, a quarter of an hour afterwards, Franklin's Beacon, standing forth through the mist in strong relief from the side of the ridge. At 9.30 p.m. reached our old place of encampment in Refuge Bay. Found much more snow here than when we left it last, being very deep in places. Pitched the tent close to our cairn, snowing all the time, and pinching work to the men's fingers. Thermometer 27°. The state of the tide prevented us from hauling up the boat on the shingle ridge, which, for greater security, I always get done if possible; we were therefore obliged to let her ride in the cove with an anchor out on shore.

Tuesday 31st.—The morning's dawn brought with it the same kind of weather as yesterday—snow, mist, and fog. Rose at 6.30 a.m. The first fox (*Canis lagopus*) was seen by the watch last night near the boat; represented to have been of a brown and white colour. I found my aneroid barometer this morning quite useless, having sustained some injury from being thrown on the beach in the clothes-bag in clearing the boat, and into which it had been acci-

dentially put. This was a serious loss to me, as I had intended measuring all the heights with it in returning down channel.

From the Point I took sketches of the two Capes south of the bay, together with the opposite coast of Cornwallis Land.

At 2.45 p.m. Having embarked everything, we pulled all round the bay, closely examining its shores, and landing at all remarkable points. At about half a mile from the top got soundings in thirteen fathoms, and within less than a cable's length of the shore the soundings gave four fathoms very regularly. The winter's floe had not yet broken up in a creek at its south-western extremity, and young ice had formed here to the thickness of four inches. This is the only safe and well-sheltered bay along the whole of this coast for anchoring a ship.

Saw several seals, gulls, and doves, and shot one of the latter. Landed at a little cove for a few minutes to examine the rocks, and sounded again, still getting four fathoms. At 5.30 p.m. landed near a black cliff in a thick snow storm, and examined a remarkable-looking ravine running up from it.

6.30 p.m.—Had to pull through a quantity of sludge ice round the outer point in clearing the bay. Took a sketch of the headlands and entrance to the bay from the southward. Shot at and struck a seal, but he escaped us. Saw four or five ducks.

At 8.30 p.m. doubled the next Cape, to which I gave the name of Toms, after my friend the Assistant Surgeon of the "North Star," an enterprising young officer. At 9.30 p.m. passed the Point where the cylinder and memoranda were found coming up channel, which I called Domville Point, after my friend and brother-officer the Surgeon of the "Resolute." About 10.30 p.m. entered Emery Bay, and encamped on a fine hard shingle ridge.

Wednesday, September 1st.—I was awake between 3 and 4 o'clock this morning by the ice quarter-master, who had the watch, running into the tent, and reporting that our boat was swamping in the surf by a sudden squall coming on with the flood-tide. On hastening down to the beach I found her broadside on, and half full of water and sand. On getting her round, head to sea and stern in-shore, we succeeded, after some labour and a thorough drenching, in getting everything out of her, and hauling her up above the shingle ridge; capsizing her as soon as she was sufficiently clear of the breakers, to empty out the water and sand. It now blew a hard north-westerly gale; the sky was densely overcast, and the air pinchingly cold: thermometer 29°.

Breakfasted at 8 a.m. The boisterous state of the weather not affording the slightest prospect of our being able to make a move to-day, with such a sea running outside; therefore, after drying the things, and repairing the damages sustained by the morning's disaster—fortunately nothing of a more serious nature to our provisions than the soaking of an ullage of biscuit in salt water—I planned an excursion round the inland ridges of hills; and, to spread the search more widely, separated our party into three divisions of two men in each, taking our guns in the hope of meeting with some game, such at least as these desolate shores have to offer. We started at 5 p.m., leaving only the cook for the day in charge of the encampment, and a gun to defend himself from bruin, should it be needed. I directed one division to ascend the ridges south of the bay, another directly inland, whilst myself, accompanied by one of the boat's crew, proceeded up the hill to the north; first, passing through a romantic-looking, deep, and narrow ravine, with steep precipices on either side formed of limestone rock, banded horizontally in places with veins of gypsum three or four inches in thickness. I entered this ravine last night, whilst supper was getting ready, and traced the foot-prints of a fox to his domicile in the rocks; but saw nothing of him this morning. Following a zig-zag course for about a mile; the black crags breaking through the white mantle of snow which now deeply covers the land, gave it a very picturesque appearance, terminating in an open space between the hills. On emerging, we ascended the hill bounding it on the right, and shaped a south-easterly course, so as to fall into the track of the other divisions of our party on the central ridge. On sighting them we descended to the shores of the bay, examining the beach all round to the encampment, without meeting with the slightest traces or indication of any one having preceded us here, and not a living thing to break the death-like stillness and



Sketched by R. M. Cormick, R.N.

Cape Tom, bearing S.W.

utter desolation of the scene. We reached the tent at 7 P.M., and the other parties returned soon afterwards with the same results.

When on the highest ridges, I carefully observed the appearances of the land in an easterly direction within the extent of vision for any apparent break of continuity that might afford an indication of water beyond, never losing sight of the possibility of Jones's Sound sweeping round in its course near the heads of some of the deeper inlets of the Wellington Channel, taking a westerly course from Baffin's Bay in the direction of Baring Bay, as Jones's Sound is represented to do in the chart. But neither Baring Bay nor the two other bays that I have since closely examined afford any indication of the vicinity of open water. An intermediate series of ridges of hills, one just rising above the other, and for the most part running parallel with the coast, bound the tops of all the bays; and I have never seen the gulls or other sea-fowl fly inland to the eastward, although I have at all times watched them narrowly in their flight.

Thursday, 2d.—Breakfasted at 7 A.M. The violent gusts of wind, accompanied by heavy snow-drift, during the night, nearly blew down our tent, and the air was excessively cold. Anxiously waiting for the gale to abate, to proceed on our voyage. After sketching the encampment and the adjacent hills, I walked up the ravine, and filled a haversack with specimens from the gypsum vein. Dined at 1.30 P.M., and built a cairn near the tent, under which I deposited a tin cylinder, enclosing the usual record of our proceedings. The gale abating during the day, as soon as the sea had sufficiently subsided I took advantage of the temporary lull to start at 4 P.M., notwithstanding a dark threatening horizon, with the hope of reaching our old quarters in Griffin Bay before we should encounter a second edition of the gale, which it was but too evident was brewing up in the north. On starting, saw a solitary snow-bunting on the beach. We sounded in crossing the bay with a line of twenty-three fathoms, and no bottom at this depth. The ridges round the top of the bay have a mean height of about two hundred feet.

I sailed round the next semicircular bay, which I called "Fitton Bay," after an old friend and distinguished geologist, Dr. Fitton (who was the first to direct my attention to the structure of that highly interesting and remarkable island, Kerguelen's Land—Desolation Isle of Captain Cook—in the southern seas). Closely and carefully examined its shores and ridges, and got soundings in from four to five fathoms at a hundred yards from the beach. There is no shoal water in either of these bays, both being deep. The boat got into heavy rollers outside of the headlands; one or two of which struck her, filling us with more water than we needed, having had enough of that element already. A black threatening squall rising to windward, we exerted every effort to reach Griffin Bay before it overtook us. At 5.30 P.M. we rounded Cape Grinnell, in a snow storm, into smooth water. Saw the provision cairn on the point, and two seals swimming. Sailed close in shore round the bay, which is margined by a shingly beach, with hummocks of ice aground all round (as usual on all these shores),



Sketch by R. M' Cormick, R.N.

Domville Point, N.

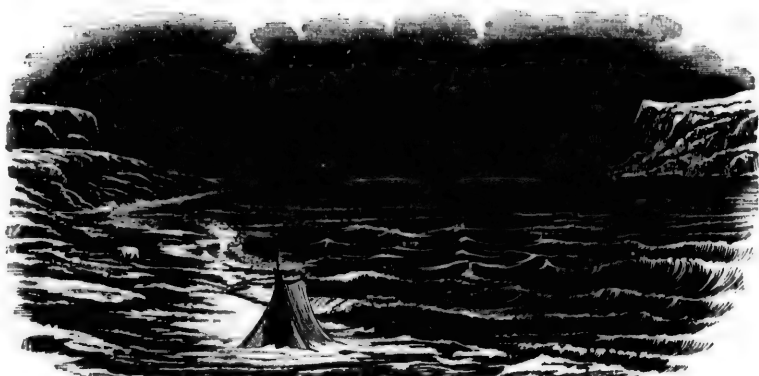
backed by a ridge of hills from 100 to 200 feet in height, receding inland in the form of an amphitheatre.

On first rounding the north point, an arm of the bay runs into the N.E.; here we passed a snug little creek enclosed in the shingle banks, leaving an opening just sufficient for admitting a boat, secure from ice and weather; but having a fair wind, I was anxious to make the most of it, inauspicious as was the aspect of the heavens.

We reached the top of the bay, which is about six miles in depth, at 7 P.M., and found a low shingle and mud flat, backed by boggy ground, and extending inland to the base of the amphitheatre of hills, interspersed near the beach by pools of water, which appeared to be full of small fish, as the gulls were far more numerous here than at any other spot we have yet visited. A large group of kittiwakes and fulmar petrel, with an ivory gull or two amongst them, were evidently making a good harvest, repeatedly rising with a fish about the size of a pilchard in their beaks after each rapid downward plunge in the water. A solitary arctic gull was actively carrying on at the same time his buccaniering depredations amongst them whenever an opportunity offered for robbing an unlucky gull of its prey, by compelling it to drop the fish with a scream, which, with great tact, was caught by this sea rover before it dropped into the water.

I ran the boat's head in, but the water was so shoal that she grounded at too great a distance from the beach to effect a landing; and just as I was about stepping out at a more favourable spot, a little further on, with the intention of shooting some of the birds and obtaining specimens of the fish they had swallowed, a bear was discovered on the floe which filled up the inlet at the S.W. corner of the bay. Bruin being considered by all hands, and certainly not the least so by myself, higher game than the gulls, the sail was hoisted instantaneously, and the boat's head in a few minutes was dashing through the swell (which was now setting into the more exposed part of the bay) before the wind in the direction bruin was leisurely pacing along the ice, on the look out for a seal, several of which were swimming about the bay. Before we reached the floe, which was of young ice already six inches in thickness, he had, however, taken alarm, and made off for the land, disappearing behind a point jutting out from the inlet.

Finding that the squall which had been threatening for some time was now coming in good earnest upon us, I brought the boat's head round for the south headland of the bay, the site of our former encampment upon the way up channel, in a sheltered cove a little within the headland; but as we became more and more exposed to the sea setting into the bay, in a boat so deep in the water, and so leaky from one of her planks having been stove in by the ice in the bad weather we had been incessantly exposed to, the water from the leak, together with the occasional shipping of a sea, so gained upon us, notwithstanding that a hand was kept unceasingly baling her out, and having no rudder, we had to bear up for the nearest land to us, distant nearly two miles, although unfortunately a



Sketched by R. M. Cormick, R.N.

Encampment in Griffin Bay.

lee shore, on which a heavy surf was breaking. We got soundings in twelve fathoms, and saw a second bear. Selecting the most favourable spot that offered for beaching the boat, in a curve of the coast somewhat protected from the rollers by a low point, we backed her in stern foremost, letting go the anchor over the bows, and running a line out astern to the shore so as to keep her head to the sea till everything was got out of her, and fortunately landed without sustaining any damage from the surf, which was breaking heavily against the boat's quarter, save and except a drenching to ourselves.

Before we had hauled her up between the masses of ice into a place of security for the night, on the shingle beach the thermometer fell as low as 25° . The air was bitingly cold, and snowing all the time.

After pitching the tent on a fine hard shingle ridge, clear of snow, the fire lighted, and supper, with a cup of warm tea, under cover of the canvas, we turned into our felt-bags for the night, and soon forgot our toils in a sound sleep.

Friday, 3d.—Passed the most comfortable night that we have yet had, the ground being hard dry shingle on which our buffalo robes were spread. We were confined within the tent all day by stress of weather, which has been most wintery. Blowing, as usual, a hard north-westerly gale, with heavy snow drift, half burying the tent, the sky overcast with a dense mist, and continuous fall of fine snow. Thermometer throughout the day standing as low as 26° , and the air piercingly cold. The fire outside of the tent too! double the usual time in boiling the kettle; and the pemmican which we had for dinner to-day, for the first time since we left the ship, was hard frozen when taken out of the case.

I had a shot at an eider duck which alighted in the bay. A few glaucus gulls (*Larus glaucus*) flew past the little inlet, which I named Sophia Cove. I occupied myself this evening with my plans of search. Had the last of our Burton ale to-day, and turned into our sleeping-bags at about 10 P.M.

Saturday, 4th.—Weather much the same as yesterday, prevented us from putting to sea; but, as the wind and snowdrift had somewhat abated, I formed a party for a bear-hunting excursion to the top of the bay, when just as we were getting our guns ready for starting bruin himself anticipated our purpose by suddenly making his appearance, and thus saved us a day's buffeting with this inclement weather. One of the boat's crew having reported him in sight, on going outside of the tent I saw a fine full-grown bear (*Ursus maritimus*) sauntering leisurely along the beach, about midway between us and a point towards the entrance to the bay, to which I gave the name of Bear Point. As his course was direct for the encampment, I ordered my party within the tent, to avoid alarming him, whilst I watched his movements from the door. Bruin, however, evidently suspecting that all was not right, suddenly altered his course to pass inland of the tent, at the back of the shingle ridge above it. The instant he disappeared behind the ridge, I made direct for it, to intercept him, desiring my party to be ready with their rifles to cut off his retreat should he happen to escape the fire from my old double-barrel, which had, a quarter of a century

before, been fatal to bruin's race in the Island of Spitzbergen. On my rising the ridge, bruin turned his head inland, when, after firing both barrels, the ball from the second one brought him on his haunches, at the distance of sixty yards from me. It was only for an instant, however, for he gathered himself up again, and retreated towards the beach, evidently mortally wounded; and after running the gauntlet of a whole volley of balls from the rifles and muskets of the boat's crew, who, being too eager and excited, I suppose, fired so hurriedly that not a ball took effect; and under their fire he took to the water, swimming out into the bay for the distance of two or three hundred yards, when he wore round with his head in shore, unable any longer to make head against the wind, which was blowing dead on shore. His last efforts to struggle against it must have been desperate, for he had no sooner bore up than his huge form floated on the water a lifeless mass, just as I was about launching the boat to go in pursuit of him. After a short interval the wind drifted him on shore about two hundred yards from our encampment, to which we bore him on the sledge; and, cold as it was, set about skinning him immediately; when, strange enough, we found on examination that my second ball was the only one that had struck him, entering about a foot above the insertion of the tail, and an inch on the left side of the spine, literally drilling him through, and making its exit by the mouth, splintering two of the canine teeth as it passed out. As a proof of the extreme tenacity of life in these hardy creatures, this animal had one of the largest internal arteries divided by the ball in its course, which poured out so much blood that it was streaming from his mouth and nostrils in such a torrent as to dye the surf around him of a deep crimson colour as we hauled him up on the beach, and on opening, the body a deluge of the crimson fluid flowed out. Yet with this deadly wound he managed to run at his usual speed about two hundred yards to the beach, and then swim against a head sea for at the least as great a distance further, making fearful struggles until the moment of his last gasp for breath.

He measured seven and a half feet in length, was finely moulded, and in excellent condition. We had a rump steak off him, as an addition to our pemmican dinner, and found it infinitely better eating than some of the beef I have tasted which had been supplied the ship. At midnight the wind veered round more to the north, with a dark horizon in that quarter. Thermometer 26° Fahr.

Sunday, 5th.—No change in the weather, boisterous as ever, and thermometer at 26°.—Had bear steaks for breakfast. Read part of the Morning Service to my party in the tent. Saw several seals swimming about the bay, and another bear on the floe at its upper end, but not within our reach: I could just make him out with the aid of my telescope. An ivory gull (*Larus eburneus*), showing great confidence, hovered about the remains of bruin during the greater part of the day, apparently enjoying a most sumptuous feast. Several glaucous gulls shyly hovered over in passing by, but did not venture to alight: saw also a solitary snow bunting.

Night threatening, with a black and lurid sky, still blowing hard, with much surf in the bay. Wind shifted round to its old quarter in the N.W. again, with the thermometer down to 24°, and bitterly cold.

Monday, 6th.—Rose at 6 A.M. Wind more off the land and somewhat moderated, with less sea on outside; the young ice at the upper inlet of the bay which had been broken up by the swell setting on it during the gale, was drifting out past us in considerable quantity, forming a belt along shore.

Commenced preparations for shifting our encampment into the next bay, as soon as the swell along shore subsided sufficiently to enable us to get the boat afloat, and round the headland, the vicinity of which, and summit of Cape Bowden, I was anxiously desirous of more thoroughly examining than my time permitted of when outward bound. Erected a cairn upon the ridge where we had encamped, and deposited beneath it a cylinder containing a record of our proceedings.

At 10.30 A.M., on the wind and sea going down, we launched the boat, and had to row through sludge and brash, intermixed with hard floe pieces of the bay or young ice, which so impeded the progress of the boat that the crew had a most laborious hour's pull in getting through little more than a mile of it.

We landed at our old place of encampment en-passant to look for the musk-ox skull which we had accidentally left there. But the change which the place had

undergone during our absence had been so great that we could barely recognize it. The heavy seas setting upon this shore during the late almost continuous succession of north-westerly gales had washed away the old beach, and thrown ridge upon ridge of shingle higher up the embankment, bringing the spot where our tent stood some yards nearer to the water's edge. We could nowhere find the horns; they must either have been washed away or buried beneath the confused heaps of shingle and huge hummocks of stranded ice.

At 1 P.M., after rounding Cape M'Bain, we hauled the boat up on a hard shingly beach, on the north side of Clark Bay, about half way up, and pitched the tent on a fine dry part of the ridge, on the margin of a frozen lake. Saw several gulls sitting on the beach; and just as I landed a solitary raven (*Corvus corax*), hovering overhead to reconnoitre our proceedings, fell a victim to his curiosity. I fired at him, and he fell dead upon the surface of the frozen lake. This bay appears to be a favourite retreat of the ravens; we saw several on our last visit here, but none elsewhere. At 3 P.M. we had our usual warm mess for dinner, and opened the last gutta-percha case of biscuit. Three of our party having eaten rather too freely of the bear's liver for supper last night, complained to-day of violent headache, which readily yielded to a smart cathartic dose of medicine.

At 5 P.M. I left the encampment, accompanied by one of my party, on a searching excursion over the ridges round the bay, to the summit of Cape Bowden, a distance of about six miles from the tent. Our course lay over a succession of ridges, and through ravines filled with deep snow, in many places above the knees at every step we set, and in the snow drifts crossing some of the deep hollows even up to the waist. We had to climb one very steep hill, separated from Cape Bowden by a deep saddle-like depression, nearly filled by a frozen lake. We rapidly descended to this, but had another toilsome ascent up the steep acclivities of the Cape; and on reaching the summit had to walk a mile further over deep snow before I found the "Rescue's" cairn, which stands on the southern extremity of the ridge. We reached the spot at 7 P.M. I drew from beneath the pile of stones a broken common green quart bottle, containing a gutta-percha case, enclosing the usual printed notice on yellow paper left by the searching parties from the "Lady Franklin" and "Sophia." I tore a leaf from my memorandum book, and wrote on it a record of my visit, which I put in, and replaced the bottle in the cairn. Having taken a rough sketch of the coast, extending from Point Bowden to Cape Spencer, the whole outline of which appeared displayed beneath as on a map from this elevation. I commenced my return, and on reaching the extreme craggy north point of the ridge, I took another sketch of our encampment on the other side of Clark Bay, with Cape Grinnell and the headlands seen jutting out beyond it to the north. The spot on which I stood was a rugged crag, overhanging Wellington Channel; the chasm or deep gorge which cleft the crag in two, forming a steep and precipitous descent to the beach below, was in part treacherously arched over with a frail crust of snow, rendering it a dangerous place to approach in a thick snow-drift, as one false step would hurl the wanderer headlong into the frowning gulf below. The brown weather-worn surface of the limestone strata was so arranged in horizontal layers on either side as to resemble reams of brown paper piled one above another more than anything else; as these vertical sections, on which the snow could find no resting-place, peered from beneath its otherwise universal covering of the land. In the valley beneath lay the still frozen surface of the lake. Looking up channel the northern horizon presented a very remarkable tint of the deepest indigo blue—a peculiar tint, I do not recollect ever having seen before, and bounding it like a narrow band or streak, the sky elsewhere being overcast all round, with the exception of a wild glare of light which gleamed through the black canopy shrouding Cornwallis Land on the opposite shore. I heard the lively note of the snow-bunting, the only indication of life around us in this still and desolate solitude. We neither saw bird or beast else throughout the whole of our excursion. Occasionally a track of the fox or hare met the eye, and we saw the footprints of the ptarmigan (*Tetrao lagopus*) on the acclivity of Cape Bowden.

After descending from the crag into the valley to the lake beneath, we toiled up the steep face of the ridge on the other side not a little jaded and fatigued with the rough and rugged outward journey, and the agreeable prospect before us of a return over the same course, now with monotony instead of novelty

for companionship. It was now 8 P.M., and we reached the tent at 10 P.M. Thermometer down to 21°. Night foggy, with light airs.

Tuesday, 7th. The wind this morning suddenly shifted round to the S.W., accompanied by a fall of snow, which, with a strong breeze blowing, confined us to the tent until about 5 P.M. When the weather cleared up, but the wind being against our going down channel, together with some heavy streams of bay ice in the offing, brought over from the opposite shore by the shift of wind, delayed our departure to-day.

At the time of setting the first watch for the night, the moon appeared in a bright crescent form, shining forth through an opening in some light fleecy clouds, which were passing across the clear blue ethereal sky; the evening star was peeping over the ridge at the back of the tent, twinkling with unusual brightness, just above a faint red streak of light which skirted the horizon; and here and there a star of the first magnitude was just becoming visible in the zenith and the western portion of the heavens. The thermometer had fallen to 24°.

Wednesday, 8th.—This is the first fine day, that we have really had since we left the ship; the sun, which for the last three weeks has been an entire stranger to us, now shone forth from a clear blue sky. When I registered the thermometer, however, at six o'clock this morning, it was as low as twenty degrees below the freezing point, having fallen no less than twelve degrees during the night—from 24° to 12°. The maximum during our voyage of three weeks was only 31°, minimum 12°, and the mean 21°, never having at any time risen above the freezing point. The mean of eight days, taken with the aneroid before it was damaged was 29° 54'. It was bitterly cold within the tent, my south-wester, mitts, and Esquimaux boots were hard frozen under my head, where they had formed a substitute for a pillow.

After breakfast we built our last cairn on the spot of our last bivouac, and buried beneath it a tin cylinder containing the following record of our proceedings:—

MEMO.—A boat expedition up Wellington Channel in search of Sir John Franklin. Left Her Majesty's ship "North Star" at Erebus and Terror Bay, Beechey Island, on Thursday morning the 19th of August, and after a close examination of Baring Bay by sledging round its shores on the snow, without finding any opening to the eastward, on returning down channel searched every bay, inlet, and headland along the coast without discovering any traces of the lost ships. Encamped here on Monday, September 6th, and the boat is now launching to return to the ship. The weather throughout the whole of this time has been most tempestuous—continued gales of wind, accompanied by thick weather and a short, broken sea with a heavy swell, very dangerous for boats. The thermometer, which has never been above the freezing point, fell last night twelve degrees, from 24° to 12° Feh. The young ice formed in the bay, and the whole of the land is enveloped in a white mantle of snow. But few animals have been seen, vegetation being very scanty. Traces of the musk ox, however, and its horns were found, and three hares seen in this bay. On Saturday last I shot a large bear on the south side of Griffin Bay.

R. McCORMICK, Officer Commanding Party.

Wednesday Morning, Sept. 8th, 1851.

Having struck the tent and stowed the boat, we launched her at 10.30 A.M. and made sail with a fresh and far breeze round Cape Bowden, outside of which there was still a short broken sea in the channel; but we carried on through it without taking in a reef. Reached Cape Spencer at 4 P.M., after a fine passage of five hours and a half, under sail the whole way. Here we hauled the boat into a small creek between the shingle ridges, and lighting a fire on the bank of shingle, commenced cooking our dinner, when a boat under sail, and standing towards us, hove in sight, coming round the point of the shingle spit which divides Erebus and Terror Bay from Union Bay, and on which the graves are situated. On reaching us we found that it was the second gig, in charge of the second master, with provisions to be left en cachè at Cape Osborn; but she was far too late to have the slightest chance of accomplishing this object. In my own mind I doubted much her reaching even our last place of encampment, which we left this morning.

The news we obtained from her of the arrival of Lady Franklin's vessel, the "Isabel," from England during our absence, having only sailed again this morning on her homeward voyage, was quite unexpected.

I winged a young silvery gull here (*Larus argentatus*) which I took on board with me alive.

As soon as we had finished our dinner we shoved off, and instead of going round Beechey Island made sail across Union Bay (the winter's floe having cleared out during our absence). The moon shone brightly forth just above the cairn on the summit of Cape Spencer. Rounding the point of the spit, on opening the "North Star," she hoisted her colours, and we ran up ours; the bugle sounded on board, which I answered by firing off my gun.

At 8.30 P.M. ran alongside, when I had the pleasing gratification of finding letters for myself from home, sent me by my friend Mr. Barrow, of the Admiralty, together with piles of newspapers brought out for the squadron.

The following is a list of the names of the crew, selected from ten volunteers who offered to accompany me in H.M. boat "Forlorn Hope".

Thomas Rands, et.,	30, Ice-quartermaster.
Edward Millikin, "	25, Able seaman.
James Nugent, "	27, Able seaman.
Eleazer J. Clark, "	39, Royal Marines.
George Burns, "	25, Able seaman.
John Frost, "	23, Do. do.

Of the cool, steady, praiseworthy conduct of all, the unanimous good feeling shown towards each other, and respectful attention to myself on all occasions, I cannot speak too highly. They deserve my warmest approbation; and I trust that their meritorious services will not pass unnoticed. Thomas Rands I found a most able and efficient petty officer. He also gave universal satisfaction in serving out our daily rations, which I committed to his charge.

R. M'CORMICK, R.N.

LIST OF GAME KILLED BY R. M'CORMICK, R.N.

	Names.	No.
Polar Bear	- <i>Ursus maritimus</i> -	1
Arctic Fox	- <i>Canis lagopus</i> -	2
Arctic Hare	- <i>Lepus borealis</i> -	6
Lemming	- <i>Georynichus lemmus</i> -	1
Raven	- <i>Corvus corax</i> -	4
Ptarmigan	- <i>Tetrao lagopus</i> -	2
Greenland Finch	- <i>Fringilla</i> -	2
Sandpiper	- <i>Tringa maritima</i> -	4
Little Auk	- <i>Alca alle</i> -	4
Dovekie	- <i>Uria grylle</i> -	10
Loom	- <i>Uria brunnichii</i> -	2
Red-throated Diver	- <i>Colymbus septentrionalis</i> (young) -	1
Tern	- <i>Sterna arctica</i> -	1
Fulmar Petrel	- <i>Procellaria glacialis</i> -	2
Ivory Gull	- <i>Larus eburneus</i> -	2
Silvery Gull	- <i>Larus argentatus</i> -	2
Glaucous Gull	- <i>Larus glaucus</i> -	1
Eider Duck	- <i>Anas mollissima</i> -	9
Pintail Duck	- <i>Anas caudacula</i> -	3
King Duck	- <i>Anas spectabilis</i> -	1
Total		60

DIMENSIONS of the POLAR BEAR (Male), shot September 4th, 1852,
in Griffia Bay, Wellington Channel.

	Fect.	Inches.
Length	-	7 6
Greatest circumference of body	-	5 6
Do. do. head	-	2 8
Do. do. neck	-	3 3
Length of head	-	1 6
Do. of fore-leg (from shoulder-joint)	-	3 2
Circumference of do.	-	2 2
Length of hind-leg (from hip-joint)	-	3 0
Circumference of do.	-	2 0
Length of fore paw	-	1 0
Circumference of do.	-	1 9
Length of hind paw	-	1 9
Circumference of do.	-	1 9
Estimated weight	-	1,000 lbs.



Sketches by E. M. Cormack, R.N.

Encampment, Mount Providence, Baring Bay.



Sketches by E. M. Cormack, R.N.

Coast of Cornwallis Land, on the opposite side of Wellington Channel, as seen from the Bay of Refuge.



Sketched by R. W. Curvish, R.N.

Caswall Tower, from Beechey Island.

CONCLUDING REMARKS on the search for Sir John Franklin, the probable position of the "Erebus" and "Terror," and fate of their crews.

My experience during the late voyage and winter passed on the very same spot where Franklin spent his, and where all traces of him cease, have most decidedly confirmed me in the opinion I had ventured to express in my plans of search some five years ago,—viz.; that the missing expedition passed up the Wellington Channel into the Polar Sea, and was to be sought amongst the archipelago of islands and drifting packs of ice with which that sea is most unquestionably encumbered, and where the search should be made with efficient well-equipped boats adapted for encountering the packs of ice, strong currents, and dangerous intricacies, inseparable from such a navigation, promising nought else but destruction to ships. From boats alone could any hope be entertained of a rescue of our gallant countrymen, ere they fell victims to the combined effects of frost and famine,—for in these two expressive words, all their privations may probably be summed up,—and if too late to save them, of discovering any traces they may have left behind them.

At that early period of the search I believe I stood alone in this opinion. The general impression was, that the ships had been arrested in the ice to the southward and westward of Melville Island; consequently, the main efforts for carrying on the search took that direction. There are few perhaps who will now dispute my views, or their originality, which the Parliamentary records have secured.

My reasons for coming to the conclusion I then did need not be recapitulated here, they having been fully explained in my plans submitted at the time, and subsequently, in the year 1850-2, accompanied by the first proposal made, for attempting the search in so high a latitude in an open boat, which I volunteered to conduct. This plan obtained the warm support of the Hydrographer, Rear Admiral Sir Francis Beaufort, and of Rear Admiral Sir Edward Parry, (with whom I made my first voyage towards the North Pole,) who recommended my employment in very favourable terms in their reports of approval annexed to my plans laid before Parliament.

I was at last sent out in the "North Star;" but the position I was necessarily placed in in that ship was not such as to enable me to act in the noble cause in the way I had hoped, and, being somewhat anomalous, renders it incumbent on me to be careful that my share in the search is not left open to misconception. Here I may, therefore, be permitted to draw attention to the fact that, could I at once have proceeded up the Wellington Channel on the first arrival of the "North Star," at Beechey Island, on the 8th of August 1852, with my boat's crew of volunteers, instead of being detained until the 19th of the same month,—by which delay we lost the last eleven fine days of the season, and best portion of it, in which boating operations can be carried on in those seas, Wellington Channel being as open as the Atlantic,

as far as the eye could reach from the summit of Beechey Island, which, with Cape Riley, I ascended on the day of my arrival; the season unusually open one; with little or no ice, and the wind blowing from the southward and eastward fresh and fair,—there was nothing to have prevented us from doubling Cape Sir John Franklin, and proceeding round by Jones Sound into Baffin Bay, before the north-westerly gales set in, which at a later period we met with, those winds would have proved fair for our return down Jones' Sound, sheltered under the lee of the land, round by Lancaster Sound and Barrow Strait to Beechey Island, thus completing the circumnavigation of North Devon, and an entire examination of its shores. Subsequent events have proved that all this might have been accomplished in the season.

We were enabled to get away from the ship winter had already, the day before, set in. After an absence of three weeks' exposure to a succession of north-westerly gales, and altogether the most boisterous weather that I ever before experienced, as described in the preceding narrative, I, however, had the satisfaction of setting the Baring Bay question at rest; viz., that there is no communication whatever between that bay and Jones' Sound.

After my return I wrote a letter to the commander of the expedition early in the spring, offering to explore Smith Sound into the Polar Ocean as far as the season would permit of, if I was given the command of the "Mary" yacht, a decked boat of twelve tons, cutter-rigged, and well adapted for such a service; as, in addition to the greater quantity of provisions and stores which she would stow for a prolonged search, she would also possess the advantage of greater safety in a sea that might endanger an open boat, more especially if deeply laden, as the "Forlorn Hope" was. My former boat's crew having volunteered to accompany me again, and cheerfully expressed their willingness to follow me wherever I led them, it was my intention to have brought the "Mary" across the Atlantic home, after completing provisions and fuel at some one of the depôts at Pond's Bay, or the southern shores of Lancaster Sound, instead of risking her getting beset for the winter in the heavy packs with which Barrow Strait was filled this season.

My object in the voyage up Smith's Sound was to have made as near an approach to the Pole as the state of the ice would have permitted. I believe that if ever the North Pole is reached, it will be on the meridian of Smith Sound.

I may here offer a few suggestions on the probable fate of the missing ships and their crews; having myself entertained sanguine hopes of discovering some traces of them in the higher latitudes which it was my intention, if possible, to have reached, had the command of the "Mary" been given me. This, however, was declined by the Commodore, and in the answer which I received from him to my offer, dated on board the "Assistance," 26th July 1853, the reason assigned was that, "Nothing now remains undone in that vicinity." Every hope of making myself further useful in the cause being now at an end, I had no other alternative left me than to return home in the "Phoenix," having done all that it was in my power to do.

There are several ways by which a ship may be destroyed—by fire, by foundering, by collision with ice, or by being driven on shore. Either of the first two casualties might easily enough happen to a single ship; but as it is in the highest degree improbable that two ships should together share the same fate, these two modes of accounting for the loss of the Polar ships may at once be disposed of. The third, by collision with ice, carries with it a greater amount of probability. Even this, however, in the case of the "Erebus" and "Terror" seems to me a very unlikely catastrophe to have happened to two ships so strongly built and so well additionally fortified by the stoutest doubling as those ships were, rendering them capable of resisting an amount of pressure from ice truly astonishing, as I can, from my own personal observation, vouch for. Having seen them beset in the immense packs of ice in the Antarctic seas, consisting of floes mostly of great thickness and density, the latter quality being greatly increased from the temperature never rising above the freezing point within the Antarctic circle even at midsummer, consequently exerting no thawing influence on those vast fields of ice, which, when put in motion during the agitation of the great southern ocean by heavy gales, I have often seen the strength of the "Erebus" most severely tested between huge dense masses of blue ice, violently grinding past her sides, tearing and rolling up her stout

copper sheathing like so much ladies' curl-paper, whilst every beam and timber in her have been creaking and groaning, and the rudder almost wrung from its fastenings. Ice with which the floes and packs within the bays and straits of the Arctic circle can no more be compared than the ice on the surface of the Serpentine can with the floes of Melville Bay. The only ice I have ever seen in the north at all to be compared with the southern packs occurs in the Spitzbergen seas.

I have entered more fully upon the effects of ice than I should otherwise have done, in consequence of having frequently heard the loss of the "Brendalbane" hired transport, cited as an example of the loss of Sir John Franklin's ships, many persons jumping at once to the conclusion that the latter must have been crushed and engulfed in the same summary way as the unlucky transport was. The two cases, however, are widely different. The "Brendalbane" was known to be an old vessel, which the owners had not sufficiently doubled or strengthened to enable her to resist even a moderate degree of pressure from two contending floes; the consequence was, they went through her bottom, and she disappeared beneath them within a quarter of an hour from the time she was first caught in the "nip," as I was a witness to myself from the deck of the "Phoenix," which ship was in the same "nip."

The American whaler "McLellen" lost in Melville Bay in the season of 1852, is another instance brought forward in support of this opinion; but she, also, was an old worn-out ship, and her timbers very defective where the floe-edge caught her aide and stove her in. This I saw myself as I went on board of her at the time, she having become a wreck immediately under the bows of the "North Star," carrying away that vessel's cathead. But to draw any comparison between those two vessels and the "Erebus" and "Terror" would be like comparing the cracking a hollow filbert with the hardest ivory nut.

Much has been said about the ships having been forced out of Erebus and Terror Bay, and of their having left indications behind them of a hurried departure. On what grounds these surmises have been founded it would be somewhat difficult to divine. I passed a whole year in that bay, and whatever may be said to the contrary, I believe it to be utterly impossible that any vessel could be driven out of it after having once been frozen in: a more safe bay for wintering in does not exist along the whole line of coast. Its very fault lies in its security, the difficulty in getting out again when once within it, as the bay-floe rarely breaks up before the end of August or beginning of September. The "North Star" getting on shore there had nothing whatever to do with the bay, and was an event in no way calculated to compromise its character for safety. The spot where the "Erebus" and "Terror" laid was evidently near its western extremity, in the curve of the bay formed by the shingle ridge, extending out from Beechey Island on which "the graves" are situated; the close vicinity of the magnetic observatory, the armourer's forge, the washing-place at the water-course, and the small garden not much farther off, with the cairn above it—all combined to point out this as the winter quarters of the ships, and a more secure one could not well have been fixed upon. In fact it was the only position in this bay in which a ship would be altogether secure from being driven on shore by any sudden ingress of ice in the autumn before the winter's floe was firmly formed; and, as such, could not fail to have been selected by one of Sir John Franklin's judgment and experience. I saw nothing whatever in support of the notion that the departure of the ships was a hurried one, but much to convince me that Franklin and those with him had not idly passed their winter here, to which the sites of tents in various directions, sledge-tracks, and everything else bore ample testimony.

Further, I am of opinion that sledging-parties from his ships had been up the Wellington Channel, and reasoning upon what I know may be accomplished even in midwinter, where energy exists, as in such men as Franklin and my lamented friend, that soul of enterprise, the noble-minded Bellôt, these sledge journeys were very probably extended beyond Cape Lady Franklin—even to the portal of the Polar Ocean. Their tracks round Cape Spencer in the direction of Cape Bowden, clearly point out the course they had in view; here no inducement could be held out to the sportsman to tarry, there is not even sufficient game for a single gun, far less to render it an eligible spot for pitching a tent as a mere shooting station.

The swampy flat, intersected by small lakes and water courses, in the vicinity

of Caswall Tower, is the only spot where the very few straggling wild fowl that alight in this barren limestone region, on their way north, are to be met with; and here I have followed Franklin's sledge tracks over the low shingle ridges in the direction of the tower, which was doubtless their shooting station. The sledges must have passed in the summer season when the soil was plastic enough to leave impressions of their tracks behind them. Caswall tower is an isolated precipitous mount, between three and four hundred feet in height, rising from a plain at the head of Radstock Bay and Gascoigne Cove, which I ascended but found nothing whatever on its bare flat top, save a solitary lemming, which I captured. At its base are several circular ancient Esquimaux encampments, within which the wild flowers flourish more luxuriantly than in any other spot I met with. The distance is about ten miles from the ship.

The greatest mystery of all is, that of no record having been left of their sojourn or departure; so sanguine was I for a time, that something might turn up to reward a diligent and persevering search, that I did not rest until I had closely examined every foot of ground for miles around; ascending and descending every hill and ravine around the bay, and rambling over the mountain limestone table land, far inland, till there was not a rock or ravine on the land, or hummock of ice on the floe, within a circuit of many miles, that was not as familiar to me as "household words."

From my own experience, throughout a somewhat more severe winter, perhaps, than ordinary, I believe that sledge travelling may be continued during an Arctic winter, without much risk or danger being incurred from the lowest temperature; provided care is taken to erect a snow hut, or in cases of emergency when no time is to be lost, to cut a deep trench in the snow in time to secure shelter from an approaching gale and snow drift. It must be kept in mind, that the same degree of cold which can be borne without inconvenience in a calm cannot be faced without severe frost bites in a strong breeze of wind.

In thus recording my opinion of the practicability of sledge travelling in the winter season, I have the testimony of those enterprising Arctic travellers Kennedy and Bellot, in my favour, who during the "Prince Albert's" voyage practised it most successfully in mid-winter. I also have had opportunities of fairly testing the effects of a very low temperature on my own person on more than one occasion. My customary walk throughout the winter, whatever the state of the weather might be, was round Beechey Island, a distance of about six miles. This I accomplished once when the thermometer was 54° below zero on the floe, and to that low temperature I was exposed for two hours, without feeling any inconvenience from it, but there was little or no wind at the time.

On another occasion I passed a whole day and night without food, or shelter, beyond what the snow-drift afforded, about seven miles from the ship, having been overtaken by a dense fog on the open plain when returning from an excursion to Caswall Tower, accompanied by my friend Dr. Toms, of the "North Star," and "Erebus" and "Terror," my two Esquimaux dogs. When overwhelmed by the darkness of night blending with the fog, and a gale approaching, we cut with a hunting knife a trench in the snow-clad plain, about two feet deep, and in this truly Arctic bivouac (at all times to be found) we, with our canine friends, passed the night, without a tent or other clothing than our usual walking dress.

The gale which swept over us soon forming a white coverlet of snow-drift, protected us from the blast, less than an hour's exposure to the inclemency and intensity of cold of which would inevitably have ended in our destruction: not even the dogs would have survived it. The thermometer that night fell to 32° below zero, or 64° below the freezing point. The fog clearing off sufficiently to make out the land, about four o'clock in the morning we started again, and reached the ship between six and seven A.M., without having incurred even a frost-bite, and after an ablution and breakfast, felt as fresh as ever.

I am, therefore, led to the conclusion, that Sir John Franklin's travelling parties may have commenced their journeys up the Wellington Channel, with the first appearance of the sun above the horizon early in the month of February, and after the discovery that the strait between the Franklin Capes in the Queen's Channel opened into a polar ocean, started with his ships as soon as the bay ice broke up, most probably about the first week in September; and if he had an open season would, with the aid of his screw-propellers, run up the Wellington Channel within the space of eight-and-forty hours. Then, probably tempted by the broad

expanse of open water to the northward, or at any rate absence of land to obstruct his progress in that direction, he might reach a very high latitude, and gain a good offing of the Parry Islands, before he shaped a south-westerly course for Behring's Strait. As the season for navigation remaining after the first of September, would be, however, necessarily a very short one, he was probably overtaken by winter, perhaps some six or seven hundred miles from Cape Lady Franklin, in a high latitude, and possibly well to the westward.

Having thus attempted to follow up the track of the unfortunate ships so far, by something like inductive reasoning, founded on inferences drawn from a knowledge of the object they had in view, and the most probable events and incidents likely to beset them in their path to mar its attainment, we now enter upon a field of speculation, wide enough indeed to fill a volume of itself. Having already extended these remarks to a greater length than I had intended, I will wind them up with a few words on the conclusion I have come to in my own mind, as to the fate of our gallant countrymen. Speculative as any opinion upon this subject, I am aware, must necessarily be, I have not arrived at mine either prematurely or hastily. No one but those who may have near relatives in the expedition, can possibly have felt deeper interest in this hapless search from first to last than I have, unless it is my friend Mr. Barrow, whose untiring exertions and devotion in this noble cause stand unequalled. Various associations combined to enlist my own sympathies in this search. They were my old ships, and engaged in a field of discovery to which I have long been ardently devoted, and in which my thoughts have been centred from my earliest youth, in addition to which there were those on board of both ships who were well known to me.

My own impression is, that on the closing in of their second winter, the ships were either driven into some inlet, where they may have been blocked up ever since by the Polar pack, as happened to the "Investigator" in Mercy Bay; or that they have been driven on shore by the strong currents which set from the north-westward, when helplessly beset in the pack, drifting about in the narrow straits which separate one island from another in this Arctic archipelago.

They may, possibly, have reached even as far west as that large tract of land whose mountainous and lofty granitic peaks were seen by the "Herald," thus barring their further progress westward. But, under any of these circumstances, it does not follow that the lives of those on board would be necessarily involved in immediate destruction, even where the ships stranded on some shore. They would, in all probability, be able to save the greater part of their provisions and stores (as Sir Edward Parry did in the loss of the "Fury," on Fury beach; and which, years afterwards, proved the happy means of preserving the lives of Sir John Ross and his party). They might build huts and supply themselves with fuel from the wreck, and linger out an existence as long as their resources lasted. But here however, reluctantly, I must at the same time acknowledge, that there would be but little prospect of adding much to these in the region in which their disaster would be likely to happen. In proof of this, I have only to add, that had I lost my boat and the provisions when up the Wellington Channel, my boat's crew and myself could not have existed—although numbering only seven—on the produce of our guns, for one month; and I had two or three good shots in my party, besides being myself an old sportsman, and rarely threw away a shot without obtaining something for it. Wild fowl, doubtless, migrate to the very Pole itself to rear their young; but this occupies only a short period of the season; and the supplies to be obtained from such an uncertain source would be inadequate even for present wants, far less so to form a winter's store for a ship's company.

Sad as the reflection must be, it is in vain to deny that the time has arrived when, indeed, it is "hoping against hope," and which suggested to me the name of "Forlorn Hope" for my boat. Nearly nine years have now elapsed since our countrymen left these shores; and, although I have been to the last one of the most sanguine in my hopes, I cannot help feeling now, that traces of their fate is all, unhappily, I have too much reason to fear, that remains to be discovered of them. But even this in my opinion will never be accomplished by ships. Nought else than the disastrous fate of the gallant Franklin and his followers can be possibly anticipated as the result of any attempt made by ships.

R. McCORMICK, R.N.

A few SUGGESTIONS on the PRESERVATION of HEALTH in Polar Climes.

HAVING had under consideration the best means of escaping scurvy, and preserving health in the Arctic regions, I deem it my duty to submit the following brief remarks for the use of future voyagers. In so doing, I shall confine myself wholly to the results of my own experience during a period of some years passed in the higher latitudes, feeling confident that attention to the precepts here inculcated will secure for those who may follow me as successful an exemption from scurvy and sickness as have crowned my own efforts, by a rigid adherence to them.

In the first place, I would unhesitatingly recommend the *entire exclusion* of all kinds of salted meats from the diet; convinced as I am, from long experience and close attention to the effects of such food, that it proves, through its indigestibility and deficient nutrient properties, injurious to the system, and deteriorating the condition of the circulating fluids and secretions generally—inducing a debilitated habit of body, favourable to the production of scurvy, under circumstances of privation and exposure, and other exciting influences, calculated to call it into action. In fact, it is my belief that the origin of every case of scurvy may be fairly traced to the use of salted meats.

In the present age of inventions and improvements there can be no lack of substitutes, and excellent ones too, for the hard salt beef and pork, and the whole category of dried tongues, hams, &c., which constituted the sea stock of bygone years, when every ship in a long voyage, as in Anson's time, lost great numbers of the crew.

Now, we have preserved meats, poultry, soups, pemmican, and fresh bacon of all kinds. The latter article, which was supplied for the first time to the expedition now out, especially that preserved in tins for the use of travelling parties, proved the most valuable addition of all to the scale of Arctic victualling; its freshness and mildness rendering it easy of digestion, and its fatty quality rendering it highly nutritious by affording a large supply of carbonaceous material to make up for the constant waste occasioned by the increased exhalation of carbon which accompanies the activity of the respiration in very low temperatures of the atmosphere.

The various kinds of vegetables when carefully selected and preserved are quite equal to the fresh ones; more especially the preserved potato, carrot, parsnip, turnip, and peas; and I cannot speak too highly of those bottled fruits, as the damson, greengage, currant and raspberry, gooseberry, and that perhaps best of all antiscorbutic fruit, the cranberry, which is quite equal to the lime juice in its valuable properties: all these fruits are quite as good as when first gathered.

Dried fruits—apples, figs, prunes, raisins, and almonds, &c.—are all objectionable.

The best diluents are tea, coffee, and chocolate, more especially the patent chocolate which the travelling parties were supplied with in the last expedition. Of spirits and wines, the less taken the better; good sound malt liquors are preferable in all respects, combining, as they do, a nutritive with a stimulating property.

On the subject of clothing I have only to observe that I found the Government pilot-cloth suit, with a "sou'-wester," the most generally useful in summer or winter; but for boating or sledging, in severe weather, I know of nothing equal to the Esquimaux seal-skin dress and fur boots.* A common blanket bag I have always found far more comfortable than a felt one for sleeping in, when away travelling, with a buffalo robe beneath it.

Of medical treatment, little is required. The bracing effects of a low, dry temperature, and the absence of all moisture in the atmosphere for a large portion of the year, so that not a cloud can form in the clear blue sky, render catarrhal and other affections resulting from atmospheric transitions of rare occurrence.

During the dark and monotonous season of winter, active exercise in the open air, on the floe or on the land, is the very best preservative of health, aided by proper attention to diet; the mind being at the same time engaged in rational occupations, reading, writing, sketching, or whatever may be the bent of individual taste.

* Those supplied to the expedition by Mr. Richard Jeffs, of No. 1, Hanway Street, Oxford Street, I believe, gave much satisfaction.

When sufficient exercise is not taken, and the diet has been too full and liberal, a congestive state of the internal organs is often the result, attended with a drowsiness during the day and broken rest at night. The best remedy I have found in such cases is a six-grain dose of calomel, and, to allay the disposition to watchfulness, about a scruple of the compound ipecacuanha or Dover's powder, given at bed-time. Loss of appetite, from want of tone and energy in the digestive organs, sometimes follows the effects of a long and tedious winter in some constitutions. A wineglassful of quinine wine, given twice a day, is the most efficacious remedy in these cases; it is best prepared by dissolving about a scruple of quinine, with the same quantity of citric acid, in a wineglassful of water, and then adding it to a bottle of wine, either port or sherry, as may best suit the occasion.

In conclusion, I have only to add, in confirmation of these views, that in three voyages which I have made to the Polar regions—two to the north and one to the south, the latter of four years' duration,—embracing every possible transition of climate and exposure, I have never lost a single life, or even had a case of serious sickness or scurvy throughout a period of Polar service falling little short of seven years.

R. M'CORMICK, R.N.

Dr. M'CORMICK to Captain Sir E. BELCHER, C.B., H.M.S. "Assistance."

Her Majesty's Ship "North Star," Erebus and Terror Bay,
3d March 1853.

Sir,

I HAVE the honour to transmit to you a narrative of my boat expedition up Wellington Channel, and sledge journey round Baring Bay, in search of Sir John Franklin.

Having left the ship on the morning of the 19th of August, and returned on board again on the night of the 8th of September last, after an absence of three weeks, during the whole of which time the weather was most unfavourable for boat service, having been tempestuous and overcast in the extreme,—a succession of north-westerly gales, which, with strong currents, rendered the navigation of this channel a very dangerous one for boats, and not a place of shelter between the last bay and Baring Bay.

After a week passed in a most careful search of Baring Bay all round, and ascending the inland ridges of hills, I neither found an opening to the eastward or a surface practicable for sledging over inland; the whole forming a succession of steep ridges, with intervening ravines filled with snow, and running parallel with the top of the bay.

There was no indication whatever of open water in the vicinity; the gulls and other sea-fowl never shaped their course to the eastward.

Therefore in all probability Jones Sound, instead of continuing its course to the westward from Baffin Bay, soon trends round to the north-west. On my return down channel I carefully examined every headland and bay, unhappily without finding the slightest trace of the missing ships.

Five of these bays, and several of the most prominent headlands between Point Bowden and Cape Osborn, not laid down in the charts, I have availed myself of the usual privilege of explorers, and given names to them.

My party returned on board in good health; and I have great satisfaction in bearing testimony to their exceeding good conduct, and they having volunteered to accompany me again in the spring search, I have herewith to submit for your consideration my purposed plan for carrying out that search.

In your letter of the 13th of August last I was told that the "Assistance" and "Pioneer" would complete the search of the Wellington Channel, and that my course must be to the eastward of this meridian. Sledging, therefore, will be entirely out of the question, as Lancaster's Sound opens too early to permit of travelling over the ice to any distance and back again.

The boat, however, which I had last (and we have none better adapted on board) is wholly inadequate for so long a voyage as the one contemplated, viz., the exploration of Jones and Smith Sounds, more especially as since your departure Commander Inglefield, in the "Isabel," has been so far up both these sounds as to render it very improbable that a boat, stowing barely a

month's provisions, could remain out sufficiently long to enable her to accomplish anything beyond what he has already done.

The plan, therefore, I have to propose is, that the "Mary" yacht, left by Admiral Sir John Ross, and now lying here useless, should be placed at my disposal, with two additional hands, and provisioned for three months, with a gutta percha boat (left here by the "Prince Albert") for hauling over the ice, should the floes in the sounds not have broken up. To start immediately after the return of the party, conveying your authority so to do, and by which time the navigation in Barrow Strait will most probably be open.

I am, &c.,

R. M'CORMICK, R.N.

P.S. The departure of the sledge parties for the rendezvous depôts, being a month earlier than anticipated, a series of sketches, comprising the headlands and bays between Beechey Island and Point Hogarth, Baring Bay, (which I had taken for the purpose of illustrating a track-chart on which they are laid down from compass bearings), not being finished, I must reserve for a future opportunity.—R. M'C.

The SECRETARY OF THE ADMIRALTY to Dr. M'CORMICK, R.N.

Sir,

Admiralty, 13th October 1853.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your narrative of an expedition under your orders in a boat of H.M. Discovery Ship "North Star," up the eastern shore of Wellington Channel and round Baring Bay, for the purpose of discovering traces of Sir John Franklin's expedition.

My Lords approve of your exertions on this occasion, and of the conduct of your boat's crew on a service incurring both risk and hardship, and are satisfied with the efforts you made in determining the important question as to there being any connexion between Baring Bay and Jones Sound.

I am, &c.

(Signed)

W. A. B. HAMILTON.

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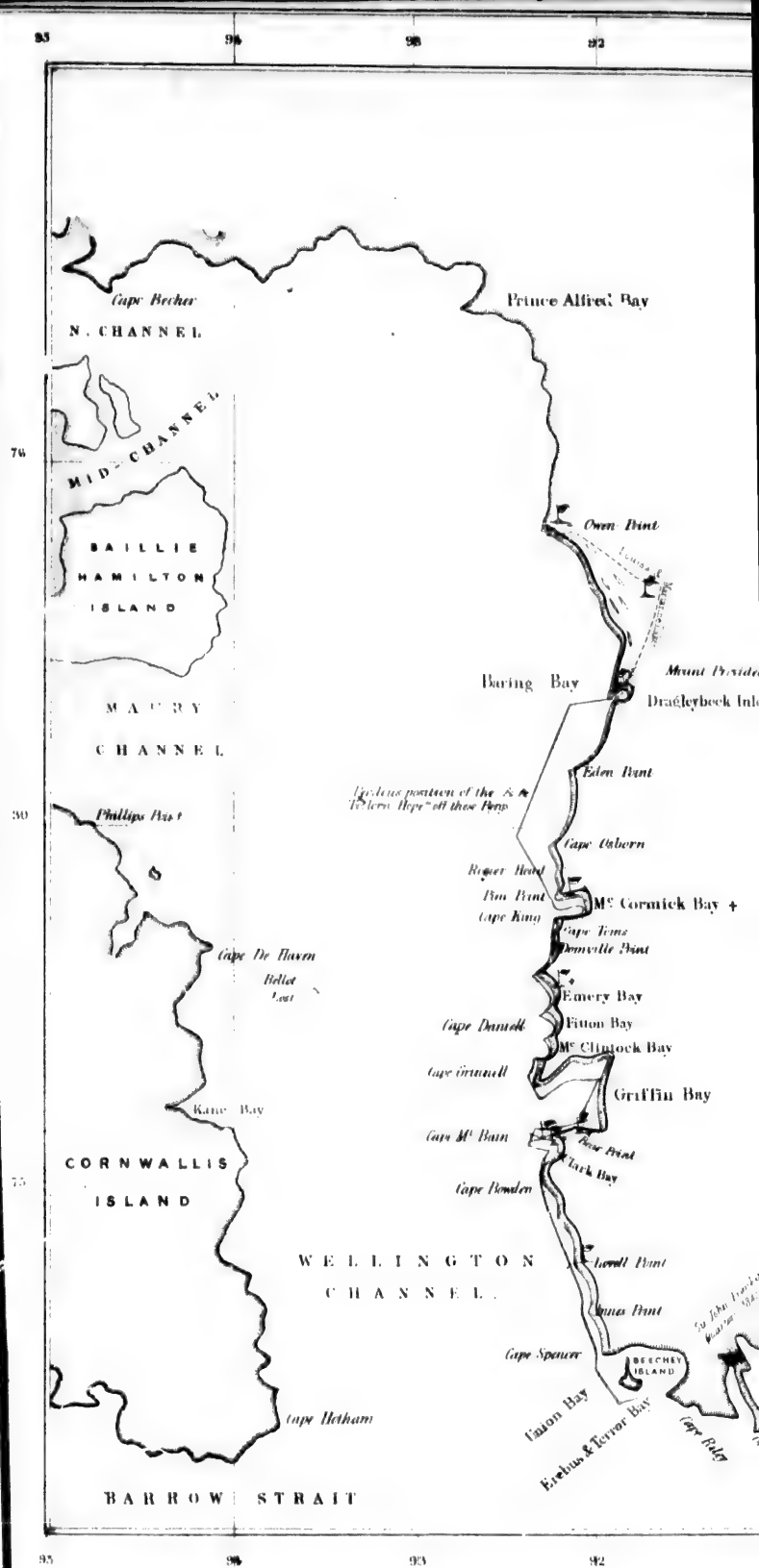
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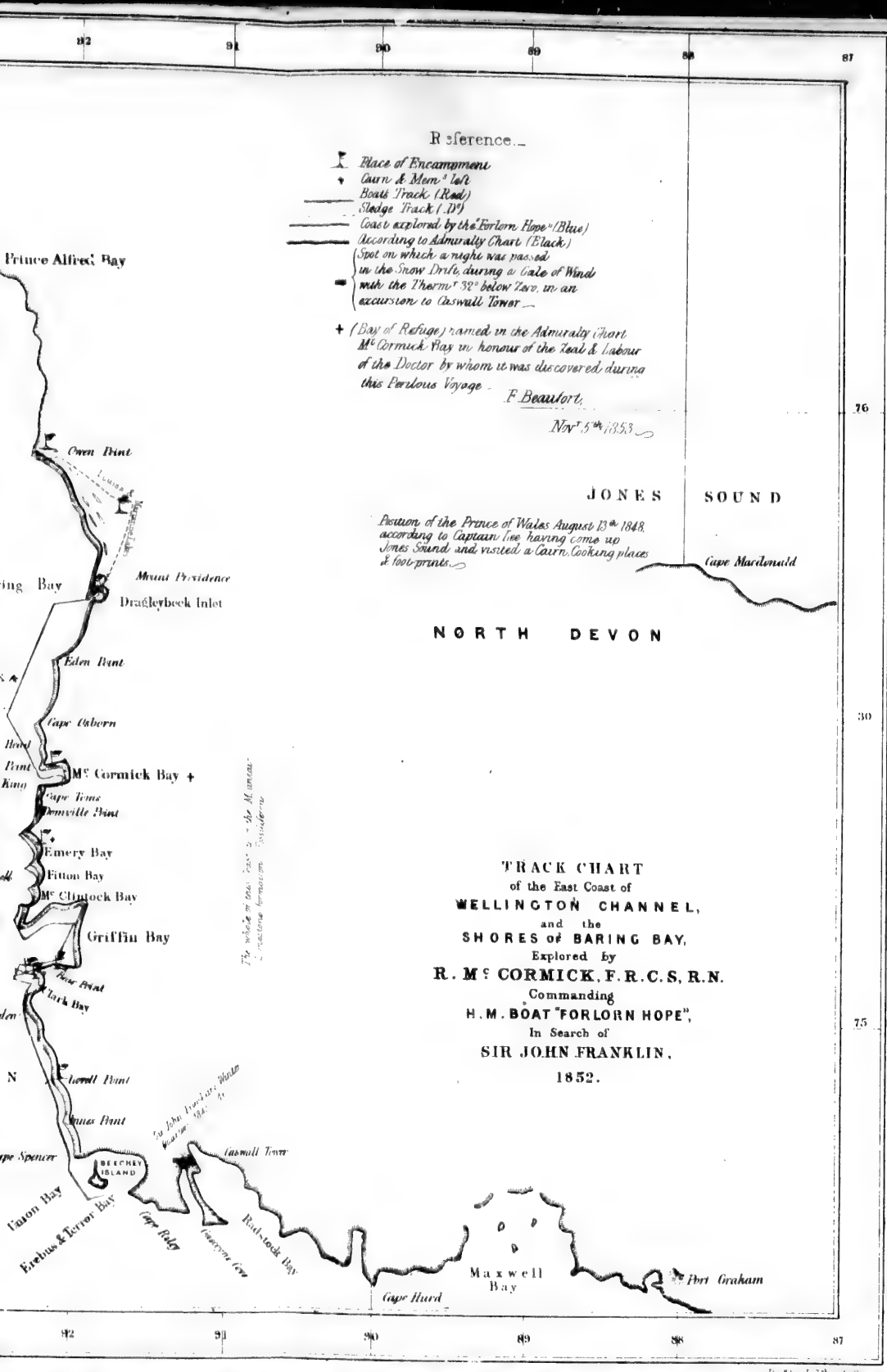
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R. M. Cunningham A. N.





Reference.

- Place of Encampment
- Cairn & Mon^y left
- Boat's Track (Road)
- Sledge Track (D)
- Coast explored by the "Forlorn Hope" (Blue)
- (According to Admiralty Chart (Black))
- Spot on which a night was passed
- in the Snow Drift during a Gale of Wind
- with the Therm[°] 32° below Zero, in an
- excursion to Caswell Tower

(Bay of Refuge) named in the Admiralty Chart
M^c Cormick Bay in honour of the Zeal & Labour
of the Doctor by whom it was discovered during
this Perilous Voyage

F. Beaufort.

Nov^r 5th 1853

JONES SOUND

Position of the Prince of Wales August 13th 1848,
according to Captain Lee having come up
Jones Sound and visited a Cairn, Cooking place
& foot-prints

Cape Mardonald

NORTH DEVON

TRACK CHART
of the East Coast of
WELLINGTON CHANNEL,
and the
SHORES OF BARING BAY.

Explored by
R. M^c CORMICK, F.R.C.S., R.N.
Commanding
H.M. BOAT "FORLORN HOPE",
In Search of
SIR JOHN FRANKLIN,
1852.

The whole of this Paper is the Manuscript
of the "Forlorn Hope" Expedition

NORTH

CANADA

THE COAST EXPLORATION

SIR JAS ROSS, 1848 & 1849

SIR JERICHARDSON 1845

CAPT. MC CLURE, 1850

C. 6.

CHART

SHEWING THE

NORTH WEST PASSAGE,

DISCOVERED BY

CAPT. R. LE M. M^c CLURE,

H. M. SHIP, INVESTIGATOR:

ALSO

COAST EXPLORED IN SEARCH OF SIR J. FRANKLIN, BY

SIR JAS ROSS, 1848 & 49. CAPT. AUSTIN, 1850. M^r KENNEDY & M. BELMOT 1852.

SIR J. RICHARDSON 1848 & 49. M^r PENNY, 1850. CAPT. INGLEFIELD, 1852 & 53.

CAPT. M^c CLURE, 1850. M^r RAE, 1851. CAPT. SIR EDW^d BELCHER, 1852 & 3

BY

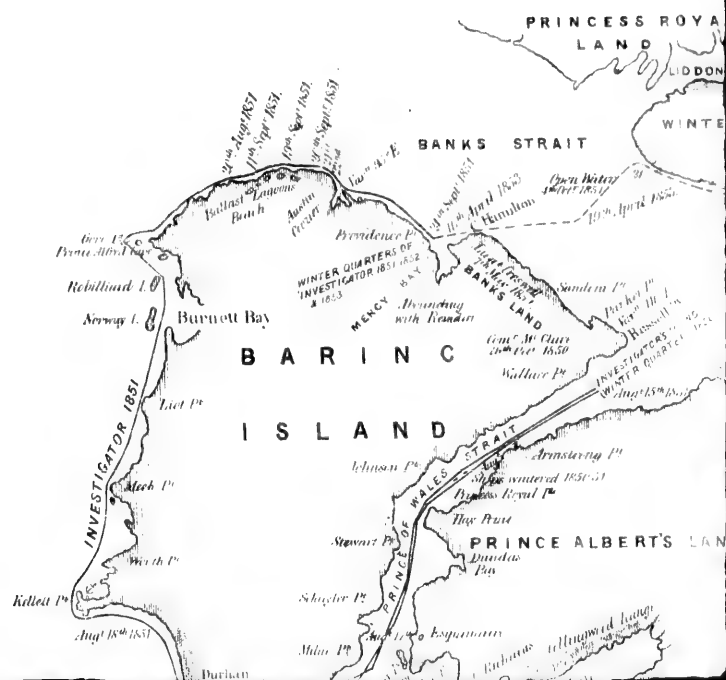
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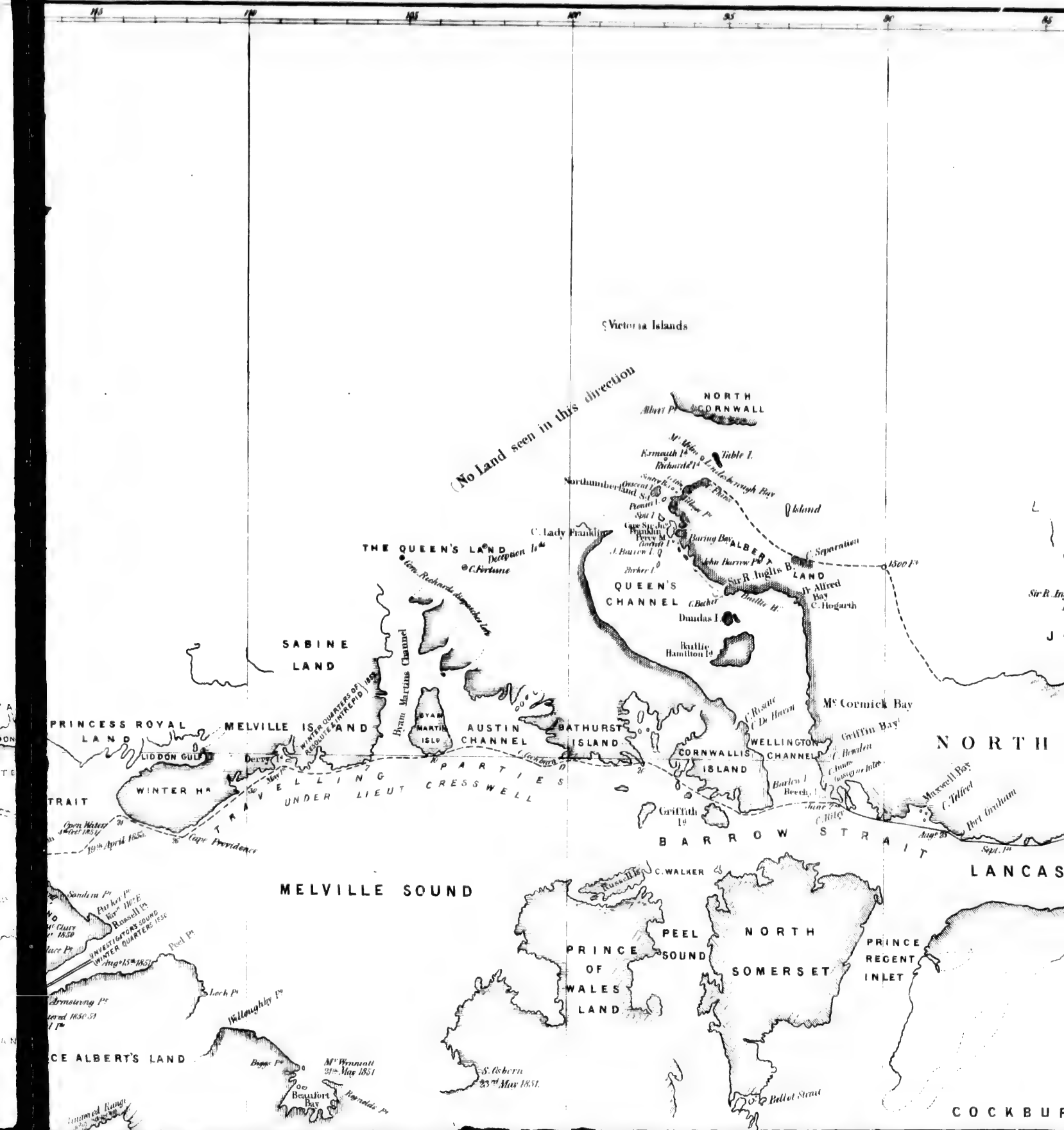
COMMANDER.

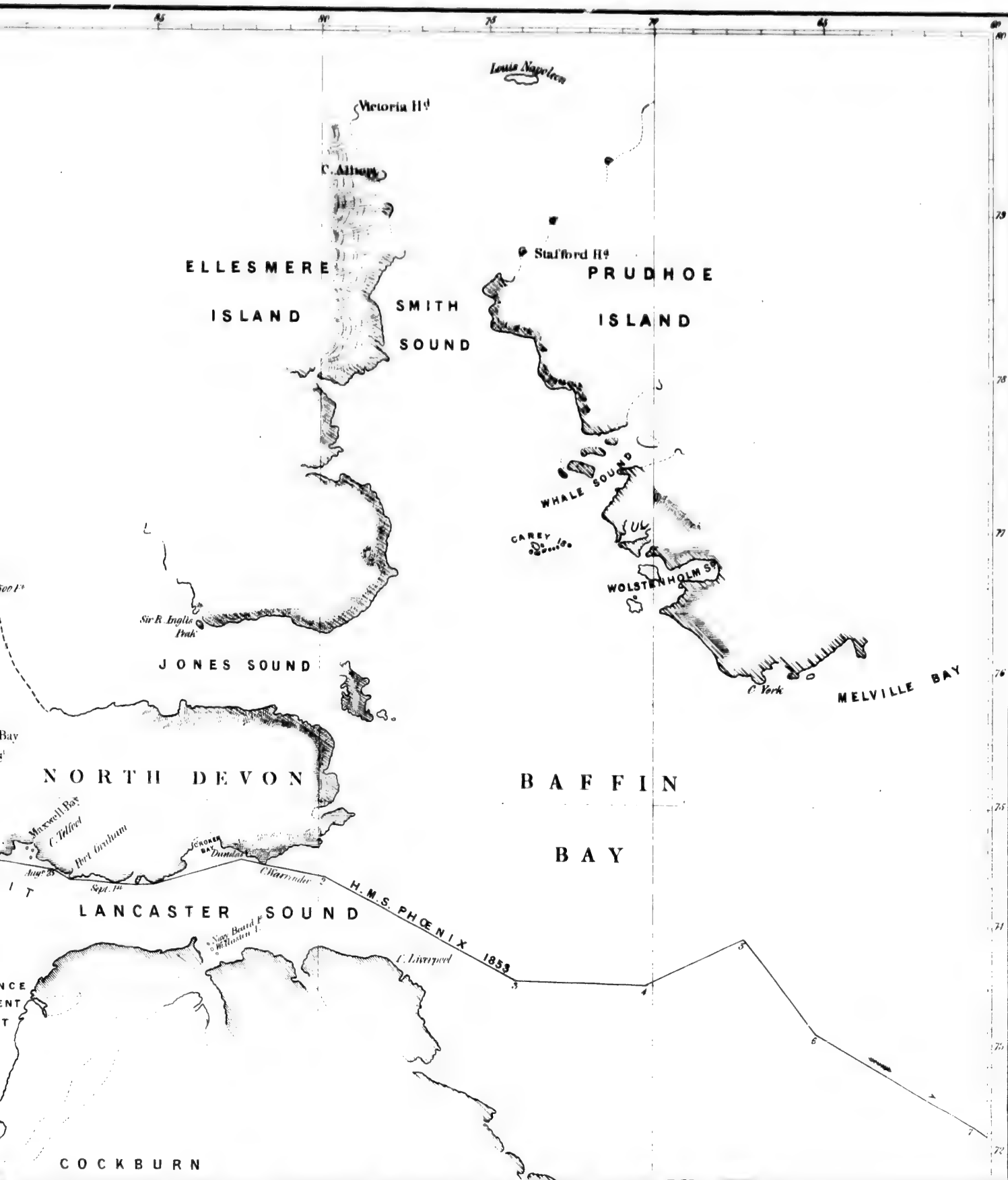
H. M. S. PHOENIX.

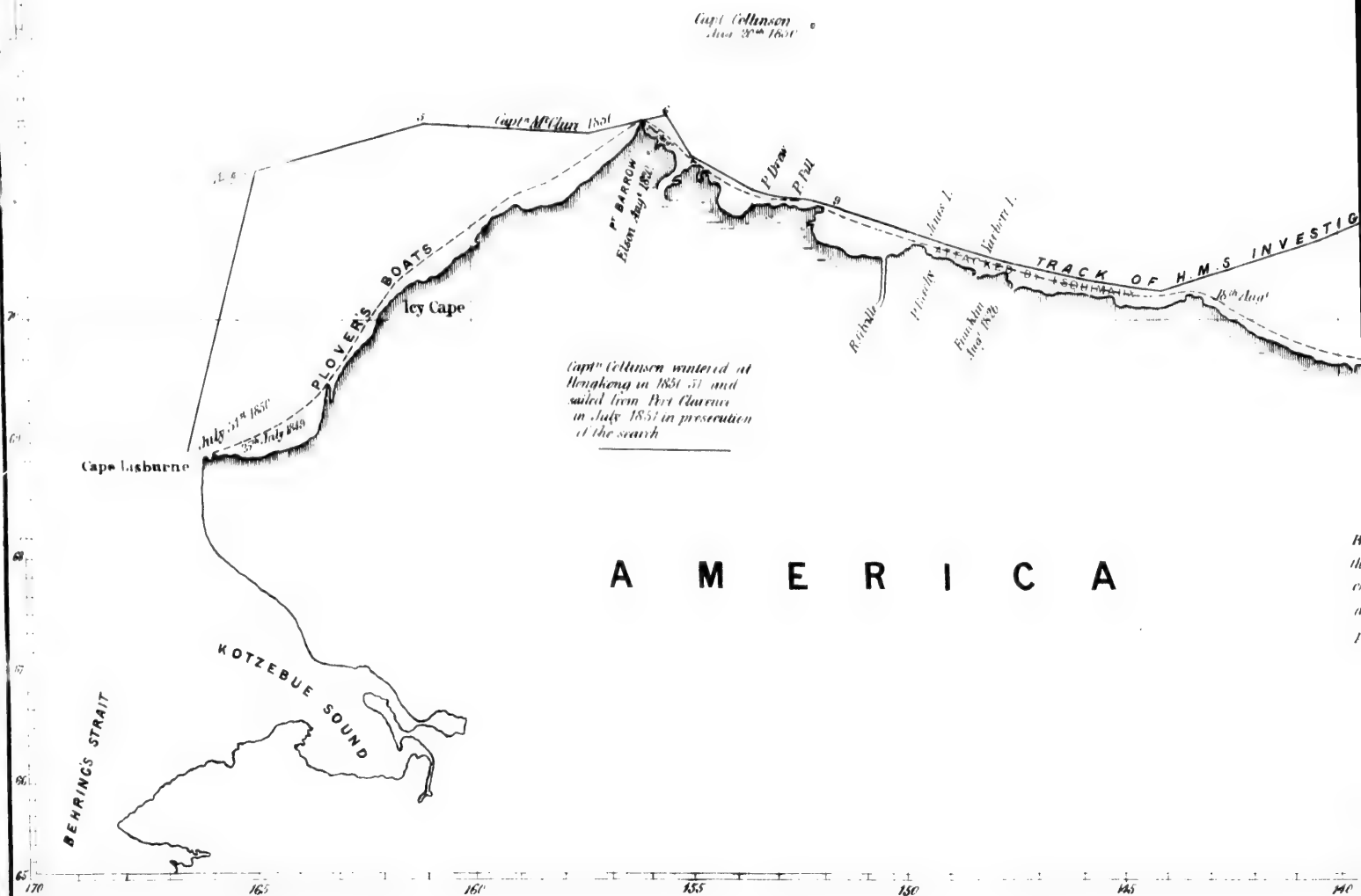
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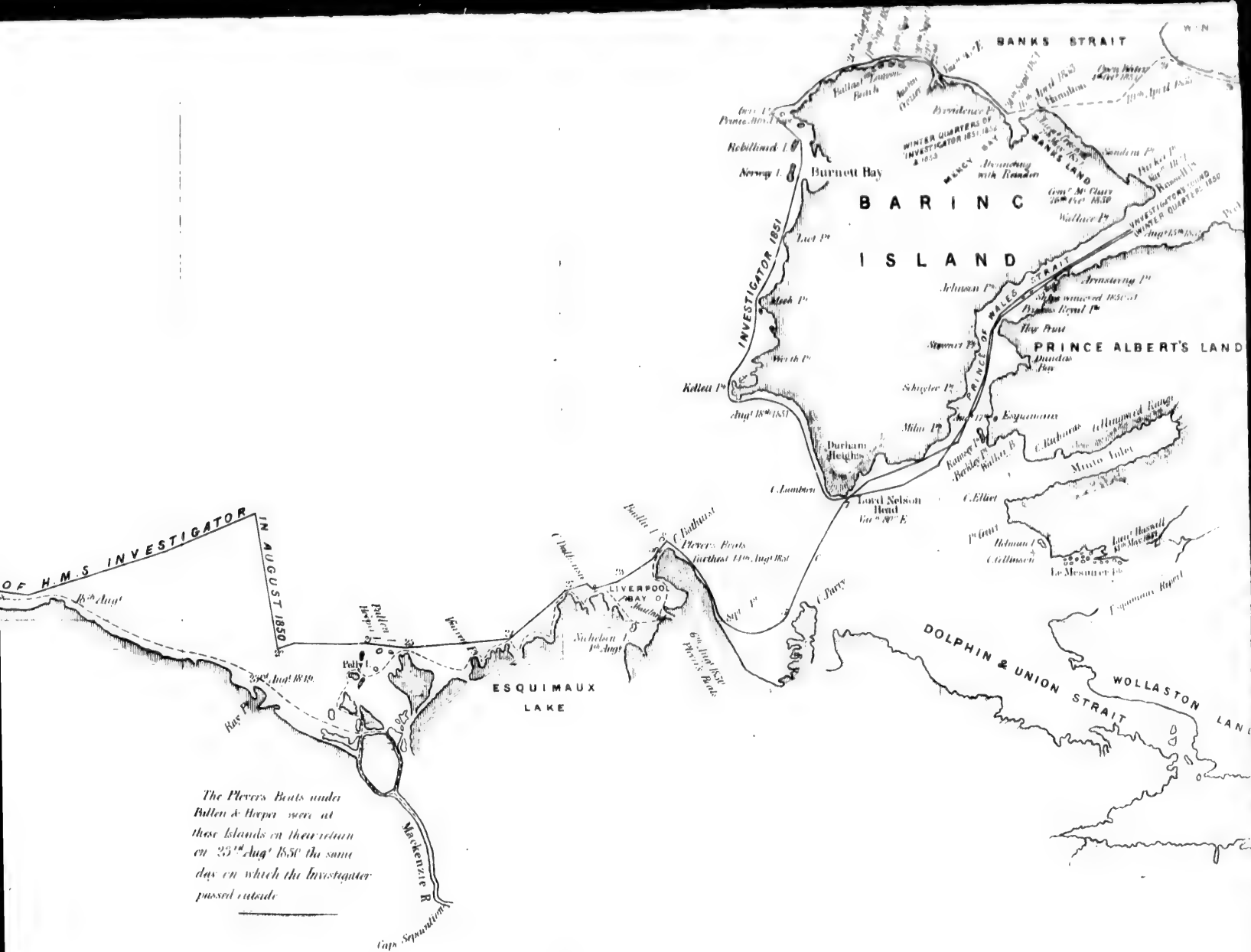
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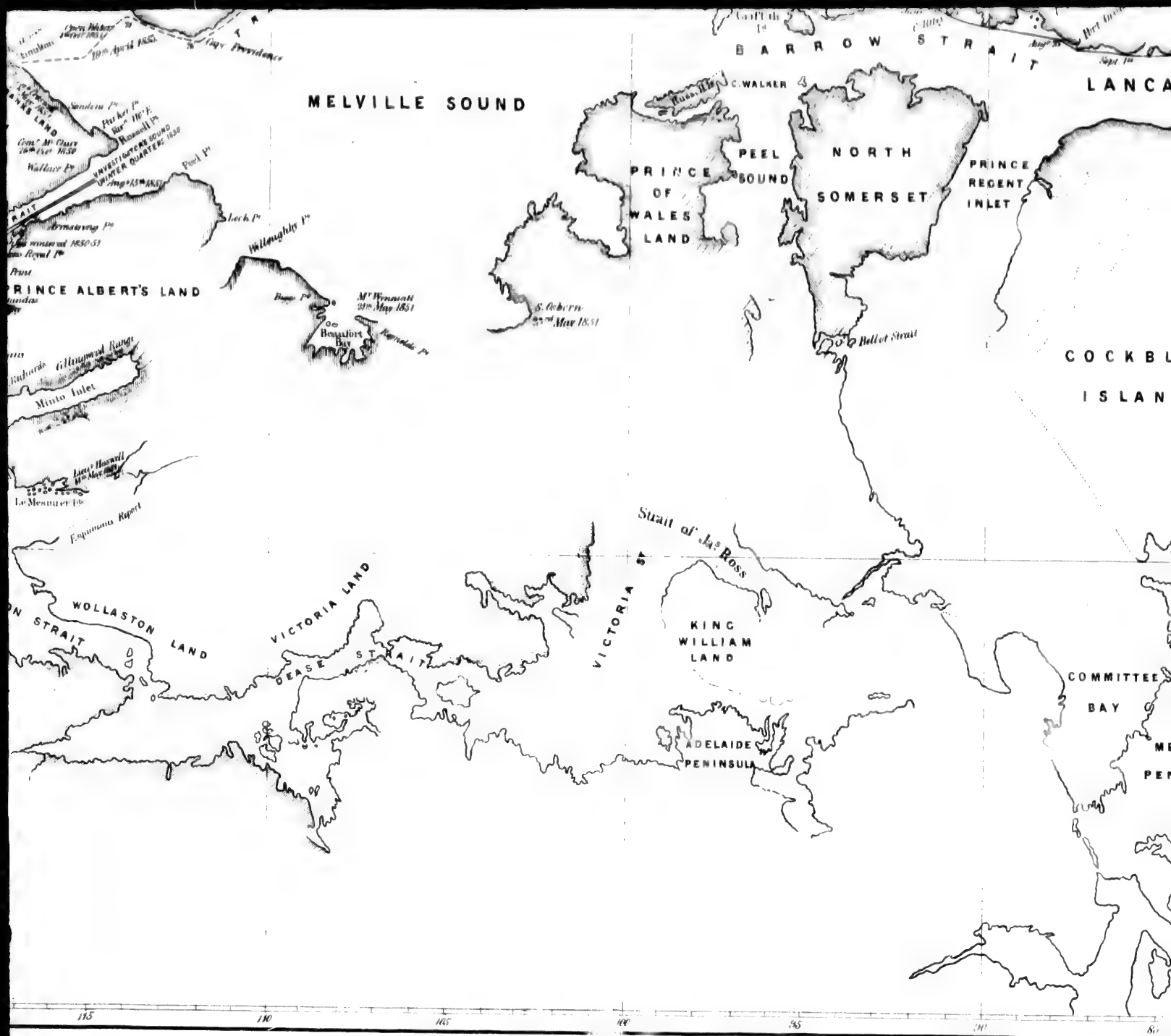


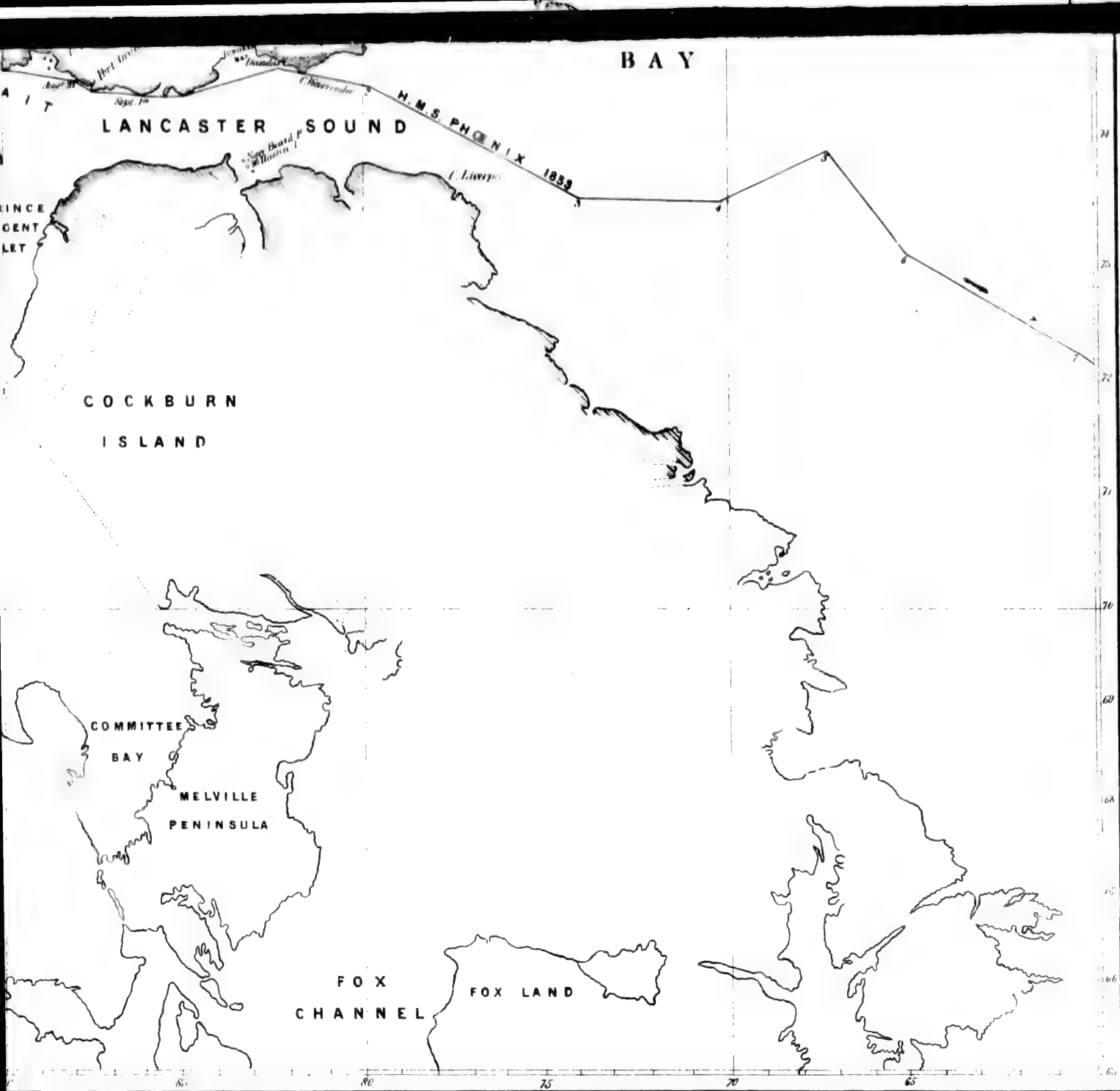


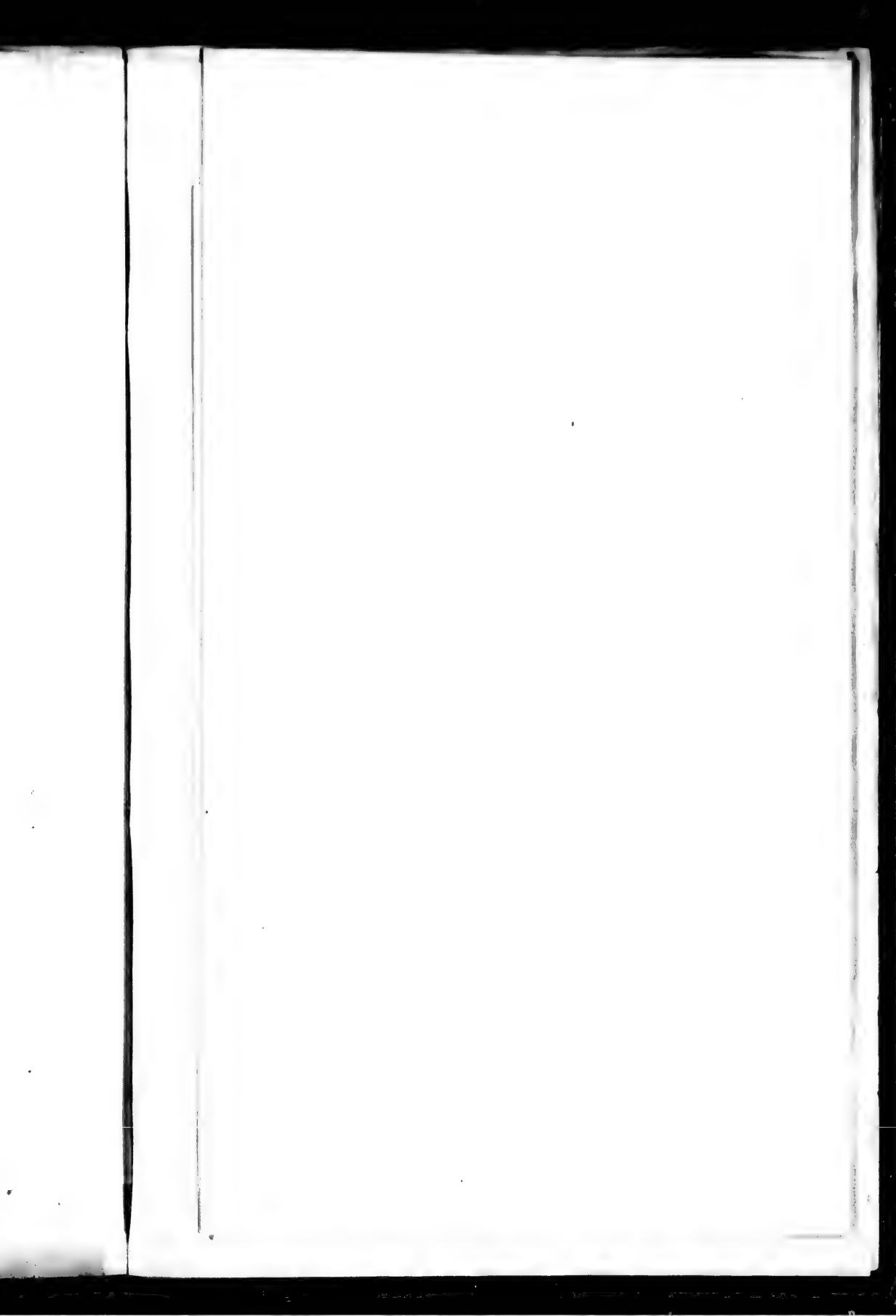














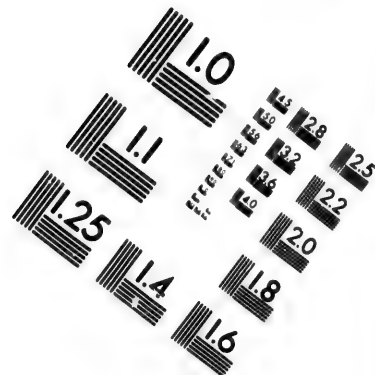
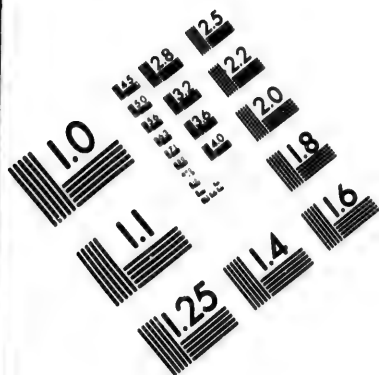
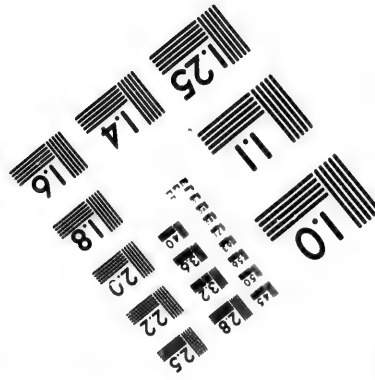
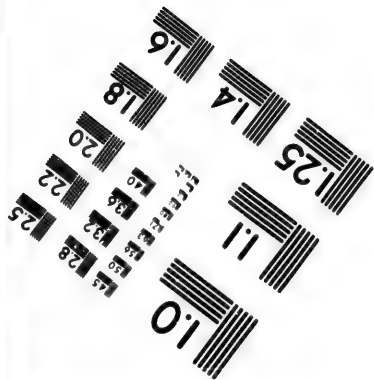
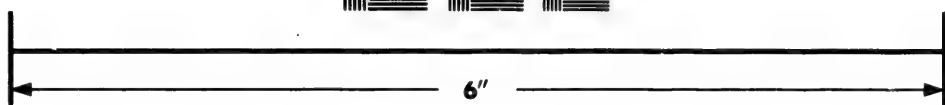
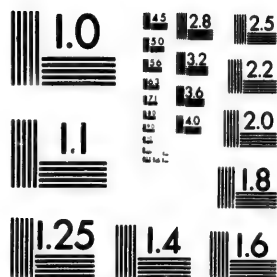


IMAGE EVALUATION TEST TARGET (MT-3)



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Entrance of
Wellington Channel

⊙ Spencer

Carrn ⊙ Spencer
Ridge

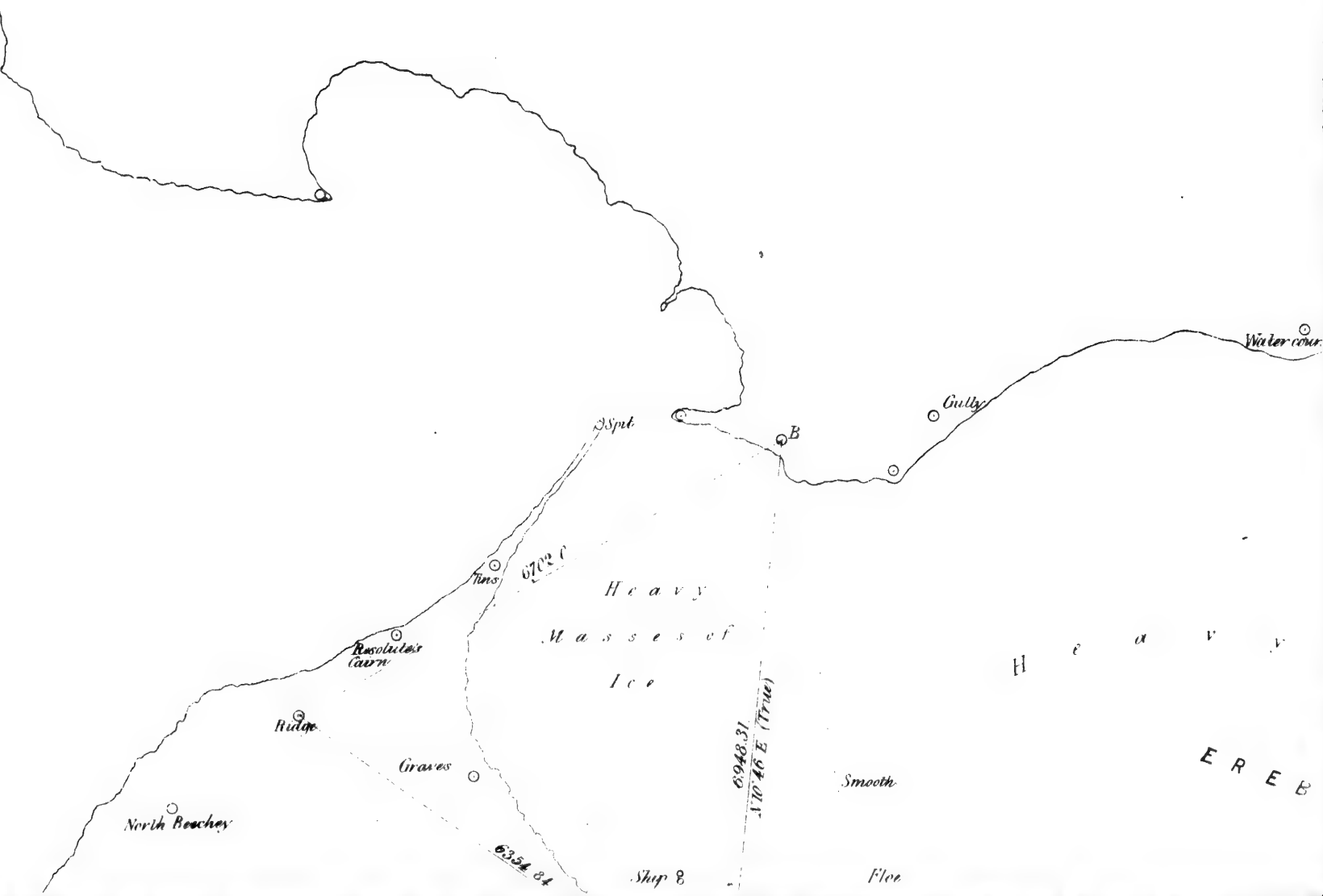
REFERENCE.

- ⚓ Position from which the Ship was driven in
- ⊕ Position of Ship when boat left for Maxwell Bay and from which she dragged out by pressure of ice
- ⊙ Position when Dock cutting was given up, ice breaking off in large masses
- Line of Dock
- ⊗ Ship's position on the ground
- Line of ice 23rd August 1853.
- † Present position

North Beach

encer

N O R T H D



N O R T H D E V O N

○ Upper Cairn

○ Water course

○ Gully

○ B

H e a v y M a s s e
E R E B U S A N D T E R

Smooth

Floe

6948.31
S 70° 46' E. (True)

Heavy Ice

N

○ *Upper Cairn*

NE.
○

+ *Finger post found*

○ *Head*

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- ↓ Position from which the Ship was driven in
 ⊕ Position of Ship when boat left for Maxwell Bay and from
 which she dragged out by pressure of Ice.
 ○ Position when Dock cutting was given up, ice breaking off in large masses
 --- Line of Dock
 ⊗ Ship's position on the ground
 --- Line of Ice 23rd August 1853.
 † Present position

North Beechey

BEECH EY

North
 Latitude
 Longitude
 Variation

Scale

OUTLINE CHART

Shewing the position of
H. M. Discovery Ship
'North Star,' Commander Pallen;
 in Erebus and Terror Bay.

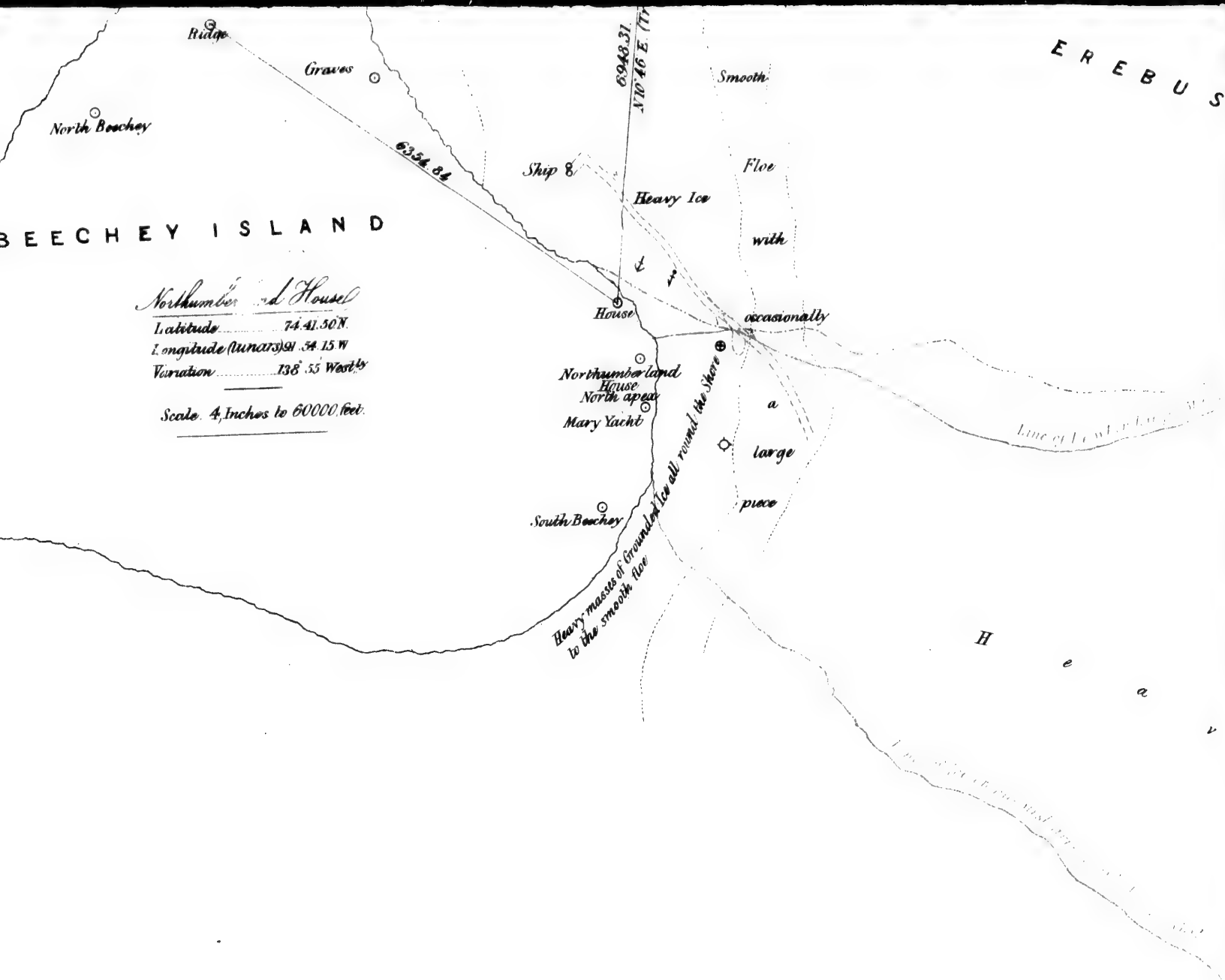
1852, — 3.

BEECHY ISLAND

Northumberland House

Latitude 74.41.50 N
Longitude (Nunavut) 91.34.15 W
Variation 138.55 West

Scale. 4 Inches to 60000 feet.



EREBUS AND TERRA

6943.3
N 10° 46' E

Smooth
Floe
Heavy Ice
with
occasionally
a
large
piece

Underland
house
with apert
Yacht

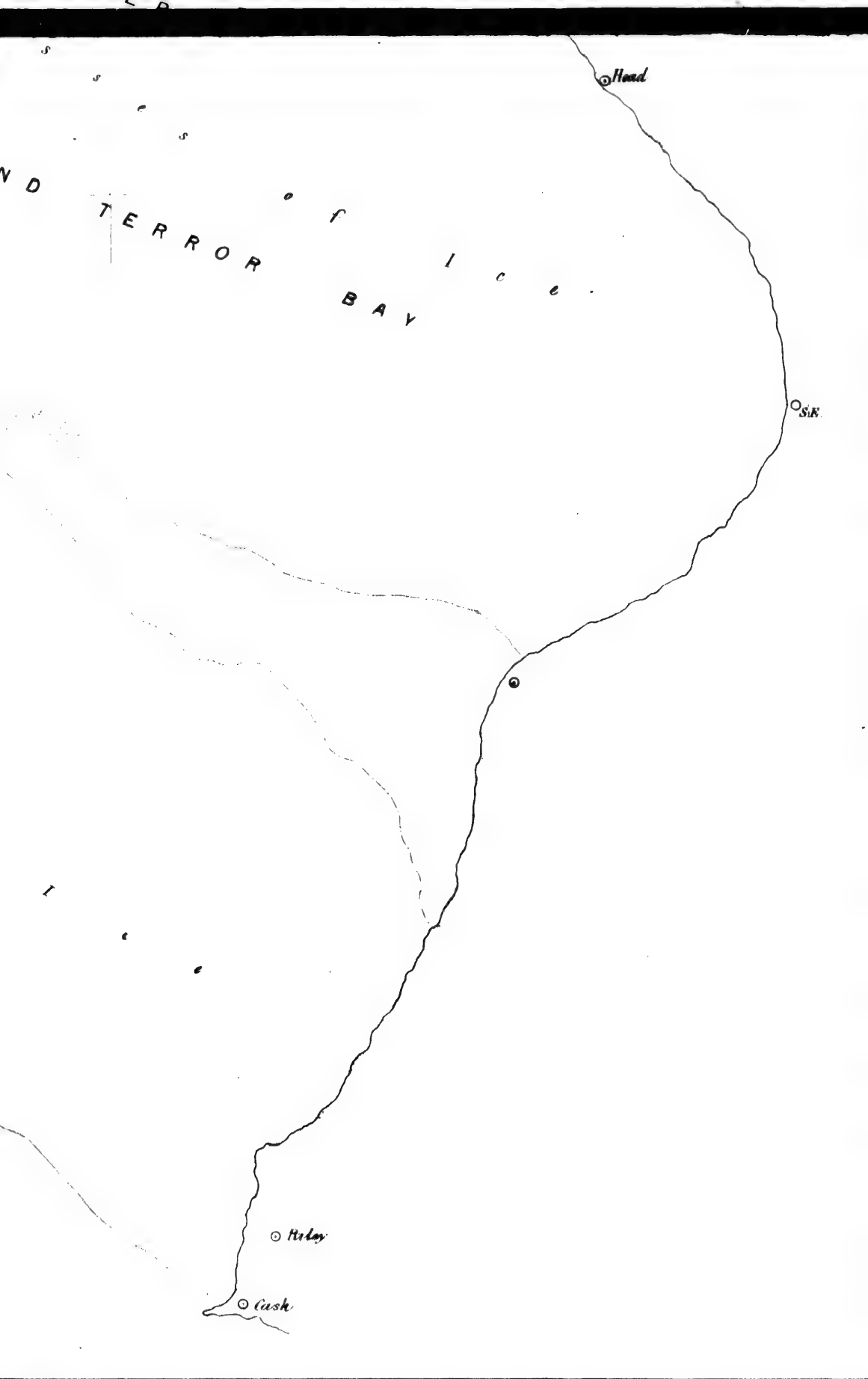
all round the shore
smooth floe

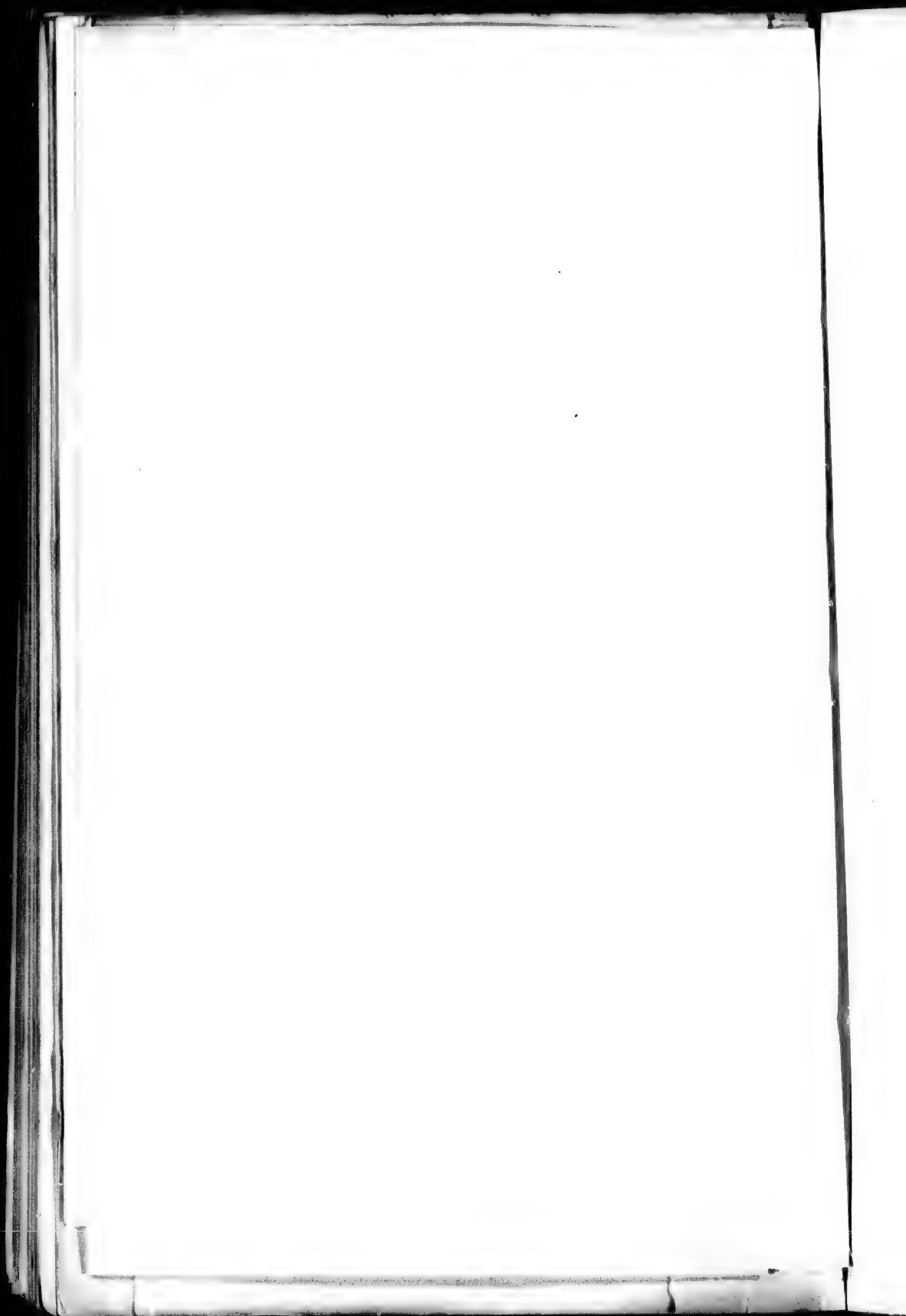
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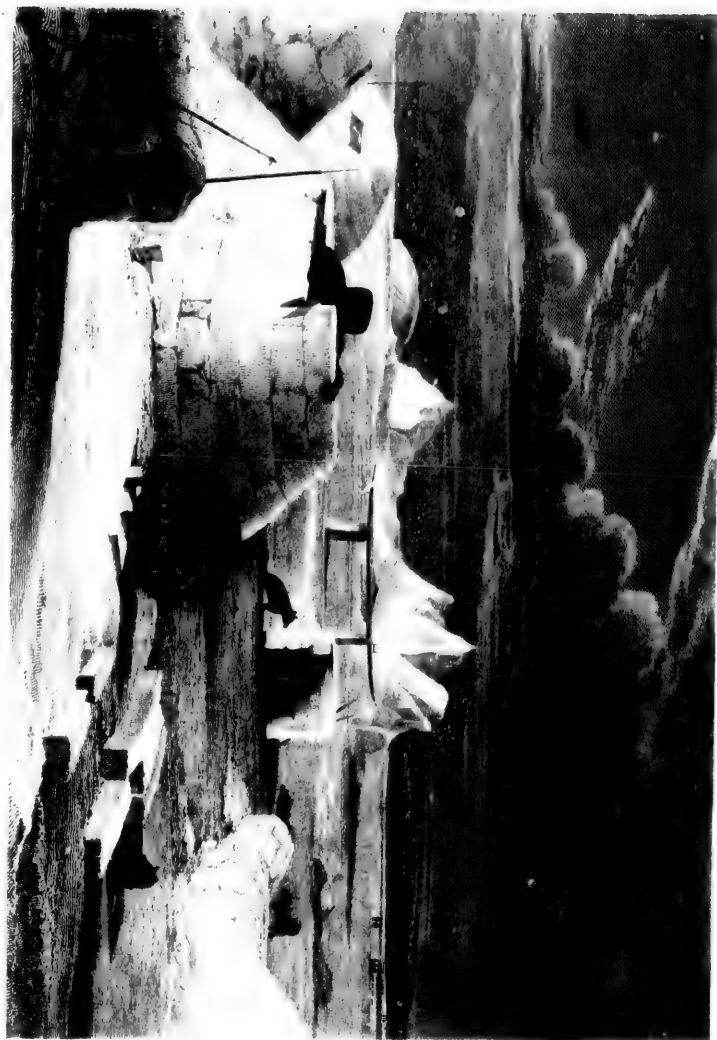
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